MICROFILM

START OF ROLL

ROLL NO.

114

Construction Contracts

Begins # 6248

#6248 continued from reel 113

I-5-3(46) Elkhead Rd.-Yoncalla Interch. 1963
151 Sec., Pacific Hwy. (Grad., Pav.,
#6248 Struct. & Sign.) [redacted]

Mr. Ted Litchfield
April 18, 1963

It must be pointed out that the department paid all the relocation costs for these lines when they were relocated under the permit and placed within the new highway right of way. State clearly recognized at that time that the lines were previously located upon a private easement when it paid those relocation costs.

As already noted, the department "took" the private easement without "just compensation" being paid for the "taking". The Oregon constitution prohibits such action by State agencies. Under these circumstances the department did not acquire the easement although it deprived the Utility of its right to use its private easement.

It appears that as long as the Utility has an existing easement the department is required to pay the costs for each move which it may require of the Utility in relocating its facilities for the convenience of the department. It is obvious that a private easement could be considered as having a high value when one considers the cost of moving utility facilities.

Where a Utility occupies highway right of way under a State permit, because the department has usurped the Utility's private easement, the Utility is not required to move its facilities at its sole expense when so directed by the department, even though language in the permit so provides. What is lost sight of here is that when the easement was taken, the Utility could have demanded and received at State's expense the cost of a new private easement to replace the one taken. Thus, when the need for the present move arose, there would have been no question of the department's obligation to move the facilities at State's cost if the State had placed the Utility on another private easement as a part of the first relocation.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr

RECEIVED
APR 11 1963
FOR FILING

I-5-3(46)151
6248

April 10, 1963

Mr. Don R. Russell
Yoncalla
Oregon

Dear Mr. Russell:

Your letter of March 20 to the Highway Commission re property settlement for land needed for right of way in the vicinity of the Yoncalla Interchange has been handed to me for answer.

Our Legal Department informs me that it has made a review of this matter and has offered a settlement, which it is sure will be satisfactory to you.

I believe that the offer will cover the objections that you raised concerning the taking.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners -
R. L. Porter
Victor Wolfe
L. I. Lindas

This is an extremely minor matter involving a small amount of money. The taking was appraised at about $100. The Legal Department has offered to meet Mr. Russell's demand for $300.

RECEIVED
APR 11 1963
FOR FILING

I-5-3(46)151
16248

April 10, 1963

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Yoncalla
Oregon

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FC:fn

cc Commissioners -
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Victor Wolfe
L. I. Lindas

This is an extremely minor matter involving a small amount of money. The taking was appraised at about $100. The Legal Department has offered to meet Mr. Russell's demand for $300.

March 2, 1963.

MESSRS: Glenn L. Jackson, State Highway Commission,
Kenneth N. Fridley "
David B. Simpson "

Gentlemen:

I wish to bring to your attention the policy followed by the Highway Commission, probably unknown to you, as I am sure you would not permit such actions.

First, the State is acquiring 1.75 acres of ground from my wife and myself to widen the freeway. I realize that there is nothing we can do to stop progress, all we can expect is a fair price for our ground, and I want to explain my situation to you.

The State's first offer on this ground was $100.00 for the ground. After I complained about no allowance for the trees, your Timber Appraiser, Mr. Rosette came down and looked at about 150 fir trees, at least 25 of which were over 10" at the butt and 40 to 50 feet tall. Mr. Rosette found 1 or 2 trees over 12" and put a $20.00 value on them, making a total value of $120.00 for 1.75 acres of good ground, seeded to permanent pasture, with 150 trees. I had a conference with Mr. Riley of the Roseburg Office and Mr. Rosette, and their minds were set to the fact that trees under 12" were of no value whatsoever. They did admit that if there were no trees there the ground would be worth $100.00, so the trees are worth about .13¢ each, according to him.

Here is the point that I am sure you are not aware of as a policy for your departments. On February 18, 1963, I wrote Mr. Lindas and asked him for an audience to put a fair value on the trees that did not meet the State's 12" minimum. His reply to me was in the form of a summons, without the common decency of a reply to my letter. I again wrote to him about a week ago, asking for a reply to my letter. As of yet I have not received the courtesy of a reply to either letter.

I realize the proper procedure for me in a condemnation procedure is to hire a lawyer, get an appraiser, go to court and fight for what is right, but I don't think that is necessary. All I am asking is an audience with some open minded, impartial man, one who is courteous enough to at least write a letter.

May I please have a reply to this letter, and send someone from your department who will discuss this with me.

Very truly yours,

Dan R. Russell

Dan R. Russell,
Yoncalla, Ore.

RECEIVED
MAR 25 1963

FOR FILING

Const
RIW
Pac. Hwy. S.

Forrest Cooper

March 21, 1963

Mr. Dan R. Russell

Yoncalla, Oregon

Eckhart RD Yoncalla Dec

Re: State of Oregon vs.
Dan R. Russell, et al.
L-4255 R-34056
Ashland-Yoncalla Junction Sec.
Pacific Highway

Dear Mr. Russell:

Your letter of March 15, 1963, to Mr. Lindas has been referred to me for reply. I also have a copy of Judge Goodrich's letter to you of March 18, 1963, explaining your rights in connection with the summons and complaint served upon you.

In the first place I wish to advise that, although the summons specified you must appear in court within 10 days of service, no action will be taken by this office to enter a default against you before April 24, 1963. This is in effect an extension of time of 30 days for you to secure legal services should you desire.

You have also requested a reply to your letter of February 18, 1963. We will be most pleased to do so if you will give us a copy. I have been unable to find the original in our files. You may be assured we do not follow a practice of ignoring letters from persons with whom we have right of way dealings nor file complaints in place of a reply.

If you will send us a copy of the letter you mentioned, we will do our best to answer any questions. We will also desire to continue the negotiations to see if we cannot settle this matter without resort to the courts. The filing of a complaint sometimes, as here, is necessary to provide a legal right to possession of the land so that a contract for the construction project can be let.

NOTED
FORREST COOPER

This does not mean negotiations cannot continue until a satisfactory solution is reached, if that be possible.

May we hear from you further in this regard.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
G. E. HOUDE
Assistant Counsel

CER:hs

CC - Honorable Charles S. Woodrich
Circuit Judge

RECEIVED
MAR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1963
FOR FILING

COPY FOR MR. Cooper
From Floyd Query, Secretary

710

March 20, 1963.

MESSRS: Glenn L. Jackson, State Highway Commission,
Kenneth N. Fridley "
David B. Simpson "

Gentlemen:

I wish to bring to your attention the policy followed by the Highway Commission, probably unknown to you, as I am sure you would not permit such actions.

First, the State is acquiring 1.75 acres of ground from my wife and myself to widen the freeway. I realize that there is nothing we can do to stop progress, all we can expect is a fair price for our ground, and I want to explain my situation to you.

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Porter - See me

NOTED
R. L PORTER

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May I please have a reply to this letter, and send someone from your department who will discuss this with me.

Very truly yours,

Dan Russell

Dan R. Russell,
Yoncalla, Ore.

orig. to Jackson
copy to Lindas

RECE
MAR 21 1963
OFFIC OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1963
FOR FILING

I-5-3(46)157
1 1d
1 6248

April 1, 1963

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. E. A. Kendrew

Dear Sir:

It is planned to let a contract for the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County on April 23, 1963. This work will include grading, paving, the Pleasant Valley school structure, signing, and the railroad overcrossing structure.

It is noted that the agreement dated August 9, 1962, between your company and the Highway Commission lists items of work that are to be accomplished by the Southern Pacific Company at State expense. We have now received approval from the Federal Bureau of Public Road for all items that are included in this agreement and the Southern Pacific Company may now proceed with any or all of the construction that is covered. It is hoped that you will have forces available so that this work can be coordinated with the State's contract work.

Your comments thereon will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. F. D. Morgan

477 Cottage Street N.E.
Salem, Oregon

March 25, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-5-3(46)151
Elkhead Road - Yoncalla Interchange Section

Mr. Young's March 22, 1963 letter submitting the revised PS & E for the captioned project to include all the remaining work by Southern Pacific Railroad Company is herein approved effective this date.

This action and the concurrently approved PR-9 that included the additional railroad overcrossing structure are to be governed by the provisions of PPM 30-3 where applicable.

You are authorized to proceed with the work as shown on the revised PS & E also effective this date.

Attach: PR-9

NOTED
R. L. PORTER

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attachment
4-1-63

NOTED
LLOYD P. SHAW

FORM CD-121
(9-23-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 15, 1963

FROM : A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(46)151
Elkhead Road-Yoncalla Interchange Section

Your August 9, 1962 agreement with the Southern Pacific Company in connection with the Yoncalla Overcrossing of the SPRR southbound was approved by this office on January 4, 1963.

You are authorized to proceed with incidental work by railroad forces involving installation of railroad culverts as requested by Mr. Young's March 14, 1963 letter.

The balance of the work to be performed by railroad forces will be authorized with our approval of the P. S. and E. for the physical construction phase. Preferably prior to that time, but no later than our concurrence in award of contract, written evidence should be furnished to this office that the design plans for the overcrossing structure have been approved by the railroad company.

NOTED
L. PORTER

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Young
3-mtg

RECEIVED
MAR 15 1963
FOR FILING

I-5-3(46)151
6248

March 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Re: Elkhead Road-Yoncalla
Interchange Section
Project No. I-5-3(46)151

Dear Sir:

The Southern Pacific Company has requested authority to proceed with the installation of the two arch pipe culverts at Railroad Station 3367 as set forth in the agreement, File No. 34555, dated August 9, 1962, under Exhibit "A", Items of Work #3.

The project is scheduled for letting April 23, 1963 and it is desirable to complete this phase of railroad work as early as possible to avoid conflict with the drainage revisions required by the road work.

Your approval and authorization to proceed with this portion of the railroad work is hereby requested in accordance with PPM 30-3 and PPM 21-12.

We are also forwarding three copies of P.S. & E. estimate covering the above railroad work. The balance of railroad work will be included in furture estimates covering road work contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JMC:er

RECEIVED
JAN 22 1963
FOR FILING
I 5-3(46)157
c.2 4

January 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Elkhead Road-Tousalin Section
Interstate Route 5

Dear Sir:

When the 104(b)5 study was prepared, a cursory examination of the subject section was made. It was determined at that time that for estimating purposes, median widths of 36 feet and 20 feet would be used. Subsequent preliminary engineering on the project has been completed and further examination of the project indicates that it is desirable to use a 76-foot median width instead of the originally proposed 36-foot and 20-foot widths. The wider median provides for better drainage, and flatter median slopes can be utilized. The flatter median slope is very desirable from a traffic safety standpoint and the wider median minimizes, to some extent, the problem of headlight glare. It will be necessary to lengthen the Pleasant Valley Road undercrossing to provide a uniform 76-foot median. The cost of the bridge reconstruction is estimated to be $36,000. The various grading and paving items involved will, for all practical purposes, be the same costwise with some items being reduced and others increased.

I would like to take exception to the idea of justifying the increased median widths because this increase is a deviation from the 104(b)5 study. I think everyone should realize that the 104(b)5 study is a cost analysis, and sufficient time and study could not be expended to analyze every detail involved. A reconnaissance type survey and estimate is not a detailed engineering study and design, and many of the factors involved in any particular project are not brought to light by such a study.

We had been informed at the time of the 104(b)5 study that this study was for obtaining a cost estimate only, that the design

and engineering features involved in the various projects on the interstate freeway system would not be considered final, and that it was realized this type of result could not be obtained.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Nelson

GKA:jp: ajw

FORM E-20 50M 6-61 26681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1963

SUBJECT:

To:
Mr. Lloyd P. Shaw
Asst. State Highway Engineer
Salem

At the time of the preparation of the Interstate estimate, the Pleasant Valley Road Undercrossing structure on the Elkhead Road-Anlauf Section was considered a control point and the median was reduced to 20 feet in width at this point. As a result of our present investigation it appears desirable to hold a continuous 76 foot median on this section. This matter has been discussed with the Bureau of Public Roads personnel and we have been told that this deviation from the Interstate study requires a justification.

We have prepared the required justification and it is attached to this letter in rough draft form, along with an estimate of cost as supporting data.

F. D. Morgan
Construction Engineer

JAR:ep

Enc.

RECEIVED
JAN 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Elkhead Road - Yoncalla Section
Pacific Highway I-5
Comparative Estimate Showing the Additional Cost
of Lengthening the Pleasant Valley Road Undercrossing
to Provide a Uniform 76' Median

Item	Net	Allowance	Total	Unit Price	Amount
Drainage Exc.	52	8	60	3.00	180.00
Earthwork	25,822	2,578	28,400	0.10	2,840.00
18" Conc. Pipe	8	2	10	4.50	45.00
24" " "	54	6	60	6.00	360.00
36" " "	52	8	60	10.00	600.00
12" Culvert Pipe	128	12	140	2.50	350.00
15" " "	64	6	70	3.75	262.50
6" Perf. Met. Dr. Pipe	54	6	60	2.00	120.00
Special Backfill in Drains	6	1	7	6.00	42.00
Coarse Mat. in Plant-Mix Stone Subbase	1,975	225	2,200	2.50	5,500.00
¾-0 Mat. in Base	428	42	470	2.05	963.50
Sprinkling	35	5	40	2.50	100.00
Signalize Detour Intersection					10,000.00
	Total of Additional Quantities				$21,363.00
Less Items Eliminated:					
Metal Guardrail	825	75	900	2.50	2,250.00
Guardrail End Pieces		2	2	2.50	10.00
Metal Median Barrier	1,175	125	1,300	3.75	4,875.00
Coarse Matr. in Plant-Mix Stone Subbase	1,340	130	1,470	2.50	3,675.00
¾-0 Mat. in Base	380	40	420	2.05	861.00
Sprinkling	25	3	28	2.50	70.00
Asphalt Concrete Mixture	23	2	25	4.50	112.50
Asphalt in A.C. Mixture	2 =		2	35.00	70.00
	Total of Eliminated Items				11,923.50
	Net Cost of Additional Const. Items =				$ 9,439.50
	+ 20% Engr. & Contingencies				1,887.90
	Total Cost				$11,327.40
1/8/63 - Cost of Bridge					$36,000.00
					47,327.

Not Needed

Total Cost $48,000

RECEIVED
JAN 8 1963
FOR FILING

I-5-3(46)151

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 4, 1963

Attention: L. H. Young, Office Engineer

T. Dec, Assistant Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-3(46)151
Adjustment of Telegraph Lines of Western Union Telegraph Company
Elkhead Road-Yoncalla Interchange Section
Pacific Highway

We hereby approve the agreement evidenced by the exchange of letters between the State and the Western Union Telegraph Company dated June 7, 1962, May 10, 1962, November 21, 1962 and December 10, 1962 regarding the subject agreement.

Authorization to proceed with the work is granted as of January 4, 1963. Approval is subject to the provisions of PPM 30-3.

RECEIVED
JAN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-8-63

NOTED
LLOYD P. SHAW

RECEIVED
NOV 6 1962
FOR ELIG

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-3(46)151

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Elkhead Road-Yoncalla Interchange

Dear Mr. Parsons:

Enclosed find revised base design chart on this section. Enclosed also is a report of justification for pavement type selection.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
encs.

cc: R. L. Porter
L. H. Young
F. W. Yarbrough

RECEIVED
NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED

REVISED

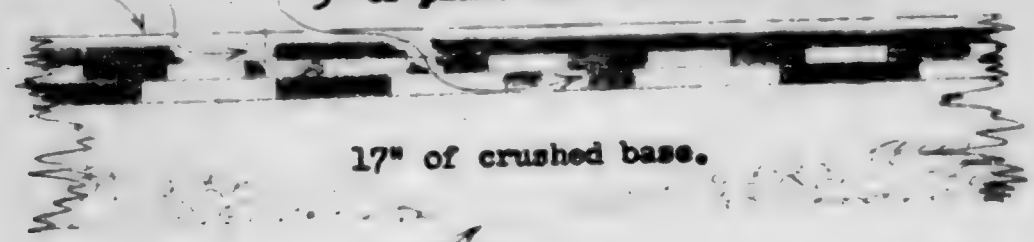
Section ELKHEAD ROAD - YONCALLA INTERCHANGE Highway PACIFIC County DOUGLAS Prefix 610-1469

Approx.
Res. Engr. G. Worth Length of Project 5+ Miles. Sta. 685+48+ to Sta. 950+00+ Date 11-2-62

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

MAIN ROADWAY, INTERCHANGE LEGS, ETC.

1½" of A.C. (Future - when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of plant mix bituminous base.



17" of crushed base.

Clay

Typical Soil	
40	LL
15	PI
68	% P200 (No reduction)
4	% Gravel
28	% Sand
31	% Silt
37	% Clay
28	"R" Value

AASHO Classif. - A-7-6 (9)

Note:
Revised Project Base Design submitted to show plant mix bituminous base in lieu of crushed rock base. Other Traffic Classif. will remain as shown on the Approved Project Base Design dated 10-10-61.

Inter-state	Required Base & Wear		Designed Base & Wear	
	Crushed	Not Crushed	Exist. Surf. Allow.	New Work
				4 A.C.
				3 [illegible]
				17 Cr. Sto.
				24 Prepared
	Future			1½ A.C.
24				25½ Total

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI
Suitable material source to be determined by the Engineer.										

PAVING TYPE selected as local materials are adaptable to A.C. construction.

Submitted by Clarence J. Kemp for R.W. Yarbrough Staff Assistant II

Recommended by F.B. Klabe Construction Engineer

Recommended by

Approved by [illegible] Engineer of Materials [illegible] Oregon State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

BLKHEAD ROAD - YONCALLA INTERCHANGE
PACIFIC HIGHWAY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** VH — Present ADT 4000 — 1980 ADT 8000 — % Heavy Vehicles 15
   (NOTE: Increase classification one step for heavy logging use)
2. **Soils Characteristics:** See design [illegible]
3. **Weather:** Frost Penetration: 0 — Annual Rainfall: 55" - 60"
4. **Performance of Similar [illegible] in Area:** Good _____ Fair X Poor _____
   Remarks:
5. **Cost Comparisons:** Not appropriate due to other factors

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** Asphaltic Concrete
7. **Stage Construction:** No Problem
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** No Problem
10. **Stimulation of Competition:** Not Appropriate
11. **Construction Consideration:** No Problem
12. **Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:** Not Appropriate
13. **Traffic Safety:** Not a Factor
14. **Availability of an Adaptational Local Materials or a Local Commercially Produced Paving Mixes:** Not a Problem

CONCLUSION AND REMARKS:

[illegible] Asphaltic Concrete [illegible] selected.
[illegible]

RECEIVED
SEP 28 1962
FOR FILING

I-5-3(44)151

6248

Salem, Oregon
September 27, 1962

Mr. Walter T. Wright
Right of Way Engineer

The following right of way prefix is assigned in advance of BPR approval.

Prefix 610-2513 — Elkhead Road-Yoncalla Junction Section of the Pacific Highway in Douglas County. The approximate limits are from Station 694 to Station 910 as set out on Map 8B-26-16.

The acceptance of option and filing of condemnation suits should not begin until Bureau approval is received.

L. H. Young
Office Engineer

L. H. Y.

RECEIVED
SEP 19 1962

FOR FILE
Counsel
Douglas Hwy 4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
September 18, 1962

To:

Mr. F. D. Morgan
Construction Engineer

Office

SUBJECT:

Elkhead Road - Yoncalla Junction Section
Pacific Highway
Douglas County

This will acknowledge receipt of eight descriptions on the Elkhead Road, Yoncalla Junction Section, Pacific Highway.

I will point out at this time that your plan to have the survey approved at the November Commission meeting rules out any likelihood that we can perform our work and meet a December 11 bid opening schedule.

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sm

cc Mr. Porter
Mr. Young
Mr. Lindas

Survey approval by Commission not essential to R/W acq in this case. Meeting so advised on 9-19-62 RVP

RECEIVED
SEP 1 1 1962
NOTIFIED
R. L. PORTER

I-5-3(50) Winchester Br. over North 1963
130 Umpqua River, Pacific Hwy.
#6249

Agreements
R-426

RECEIVED
NOV 1 0 1965
FOR FILING

STATE COPY

Month Highway Classification Number 11 Project report number I-5-3(50)130	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-5-65	State Oregon County Douglas Project number I-5-3(50)130

6249

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 787,000.00

Revised Federal funds $ 725,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5th day of November, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 81120-P63

RECEIVED
JUN 13 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: I-5-3(50)130

PROJECT REPORT NO.: 1

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Winchester Br. (North Umpqua River)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-1-63	0.307
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 826,993.00	$ 760,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Dep. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____ A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-3(50)130

WINCHESTER BRIDGE ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1963

Type Code X321
Winchester Bridge (Br. #7663A)(Sta. 2292+79.58 to Sta. 2309+01.84)
(Contract 6249)

Shoring, Cribbing, Etc.	All Required		$ 54,000.00
Structural Excavation	2,500 cu.yds.	$ 10.00	25,000.00
Structural Excavation Below Elevation Shown	250 cu.yds.	20.00	5,000.00
Furnish 10" BP 42# Steel Piling	1,800 lin.ft.	5.00	9,000.00
Drive Steel Piles	72 only	60.00	4,320.00
Splice Steel Piles	20 only	20.00	400.00
Class "A" Concrete (3,755 cu.yds.)	All Required		259,095.00
75' to 80' Type IV Prestressed Beams	15 only	1,600.00	24,000.00
80' to 85' Type IV Prestressed Beams	40 only	1,700.00	68,000.00
Metal Reinforcement (659,000 lbs.)	All Required		79,080.00
Structural Steel (Carbon 507,000 lbs.) (Low Alloy 375,000 lbs.)	All Required		200,000.00
Metal Parapet Railing	3,240 lin.ft.	4.00	12,960.00
8-inch Metal Drain Pipe	80 lin.ft.	5.00	400.00
6-inch Standard Steel Pipe	220 lin.ft.	10.00	2,200.00
			$743,455.00
Work by Southern Pacific Company	All Required		$ 4,626.00
Work by Western Union Tel. Co.	All Required		3,631.00
			$ 8,257.00
Adjust Water Line (Private)	All Required		$ 100.00
	Subtotal		$751,812.00
	10% Engr. & Cont.		75,181.00
	Total		$826,993.00

Length of Structure - - - - - - - 0.307 Mile

Federal Funds - - - - - - -

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

WINCHESTER BRIDGE

PROJECT NO. I-5-3(50)130

Estimated cost of work by Southern Pacific Company

Signal & Communication Work	$2,527.00	
Equipment	105.00	
Freight and Material Handling	119.00	
Vacation Allowance	82.00	
Holiday Pay	33.00	
Health & Welfare	52.00	
RR Ret. & Unemployment Taxes	282.00	
WC, PL & PD Insurance	104.00	
Accounting and Billing	545.00	
Contingencies	1,887.00	
Salvage Credit	-1,110.00	Cr.
	$4,626.00	

Estimated cost of work by the Western Union Telegraph Co.

Temporary Phase

Labor	$1,898.00	
Material	420.00	
Equipment	192.00	
Miscellaneous	25.00	
Salvage Credit	- 50.00	Cr.
	$2,485.00	

Permanent Phase

Labor	$ 949.00	
Material	186.00	
Equipment	96.00	
Miscellaneous	15.00	
Salvage Credit	- 100.00	Cr.
	$1,146.00	

Total $3,631.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(90)130

WINCHESTER BRIDGE ON THE PACIFIC HIGHWAY

IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 18, 1963

Type Code X321
Winchester Bridge (Br. #7663A)(Sta. 2292+79.58 to Sta. 2309+01.84)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,500 cu.yd.	$ 10.00	25,000.00
Structural Excavation Below Elevation Shown	250 cu.yd.	20.00	5,000.00
Furnish 10" BP 42# Steel Piling	1,800 lin.ft.	5.00	9,000.00
Drive Steel Piles	72 only	65.00	4,680.00
Splice Steel Piles	20 only	30.00	600.00
Class "A" Concrete (3,755 cu.yd. $75.00)	All Required		281,625.00
75' to 80' Type IV Prestressed Beams	15 only	1,700.00	25,500.00
80' to 85' Type IV Prestressed Beams	40 only	1,800.00	72,000.00
Metal Reinforcement (659,000 lb. $0.13)	All Required		85,670.00
Structural Steel			
(Carbon 307,000 lb. $0.26)			
(Low Alloy 375,000 lb. $0.27)	All Required		233,070.00
Metal Parapet Railing	3,240 lin.ft.	6.00	19,440.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	220 lin.ft.	13.00	2,860.00
			$774,765.00
Work by Southern Pacific Company	All Required		$ 4,626.00
Work by Western Union Tel. Co.	All Required		4,000.00
			$ 8,626.00
Adjust Water Line (Private)	All Required		$ 100.00
	Subtotal		$783,491.00
	10% Engr. & Cont.		78,349.00
	Total		$861,840.00

Length of Structure - - - - - - 0.307 Mile

Federal Funds -	$792,000.00
State Funds -	69,840.00
	$861,840.00

WINCHESTER BRIDGE

PROJECT NO. I-5-3(50)130

Estimated cost of work by Southern Pacific Company.

Signal and Communication Work	$2,527.00
Equipment	105.00
Freight and Material Handling	119.00
Vacation Allowance	82.00
Holiday Pay	33.00
Health and Welfare	52.00
RR Retirement and Unemployment Taxes	282.00
WC, PL and PD Insurance	104.00
Accounting and Billing	545.00
Contingencies	1,887.00
Salvage Credit	-1,110.00 Cr.
	$4,626.00

WINCHESTER BRIDGE

PROJECT NO. I-5-3(50)132

Prestressed Beam Quantities

75' - 80' Beams

Overhead	$ 80.00
Class "AA" Concrete (16.65 cu.yd. $50.00)	832.50
Metal Reinforcement (1,406 lb. $0.125)	175.75
Prestressed Steel (1,482 lb. $0.40)	592.80
	$1,681.05

80' - 85' Beams

Overhead	$ 80.00
Class "AA" Concrete (17.46 cu.yd. $50.00)	873.00
Metal Reinforcement (1,532 lb. $0.125)	191.50
Prestressed Steel (1,742 lb. $0.40)	696.80
	$1,841.30

Oregon State Highway Department

Federal Aid
Project No. I-5-3(50)130

MANCHESTER BRIDGE ON THE PACIFIC HIGHWAY

IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 1, 1963

Type Code X321
Manchester Bridge (Br. #7663A)(Sta. 2292+79.58 to Sta. 2309+01.84)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,500 cu.yds.	$ 10.00	25,000.00
Structural Excavation Below Elevation Shown	250 cu.yds.	20.00	5,000.00
Furnish 10" BP 42# Steel Piling	1,800 lin.ft.	5.00	9,000.00
Drive Steel Piles	72 only	65.00	4,680.00
Splice Steel Piles	20 only	30.00	600.00
Class "A" Concrete (3,755 cu.yds. $70.00)	All Required		262,850.00
75' to 80' Type IV Prestressed Beams	15 only	1,700.00	25,500.00
80' to 85' Type IV Prestressed Beams	40 only	1,800.00	72,000.00
Metal Reinforcement - (659,000 lbs. $0.13)	All Required		85,670.00
Structural Steel (Carbon 507,000 lbs. $0.25) (Low Alloy 375,000 lbs. $0.26)	All Required		224,250.00
Metal Parapet Railing	3,240 lin.ft.	6.00	19,440.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	220 lin.ft.	13.00	2,860.00
			$747,170.00
Mark by Southern Pacific Company	All Required		$ 4,626.00
Mark by Western Union Tel Co.	All Required		4,000.00
			$ 8,626.00
Adjust Water Line (Private)	All Required		$ 100.00
	Subtotal		$755,896.00
	10% Engr. & Cont.		75,589.00
	Total		$831,485.00

Length of Structure - - - - - - - - - - - - - - - - 0.307 miles

Federal Funds -	$764,000.00
State Funds -	67,485.00
	$831,485.00

LORCHESTER BRIDGE

PROJECT NO. I-5-3(50) 130

Prestressed Beam Quantities

75' - 80' Beams

Overhead	$ 80.00
Class "AA" Concrete (16.65 cu.yds. $50.00)	832.50
Metal Reinforcement (1,406 lbs. $0.125)	175.75
Prestressed Steel (1,482 lbs. $0.40)	592.80
	$1,681.05

80' to 85' Beams

Overhead	$ 80.00
Class "AA" Concrete (17.46 cu.yds. $50.00)	873.00
Metal Reinforcement (1,532 lbs. $0.125)	191.50
Prestressed Steel (1,742 lbs. $0.40)	696.80
	$1,841.30

MANCHESTER BRIDGE

PROJECT NO. I-5-3(50)130

Estimated Cost of Work by Southern Pacific Company:

Signal and Communication Work	$ 2,527.00	
Equipment	105.00	
Freight and Material Handling	119.00	
Vacation Allowance	82.00	
Holiday Pay	33.00	
Health and Welfare	52.00	
R.R. Ret. and Unemployment Taxes	282.00	
W.C., P.L., and P.D. Insurance	104.00	
Accounting and Billing	545.00	
Contingencies	1,987.00	
Salvage Credit	- 1,110.00	Credit
	$ 4,626.00	

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(50)130

WINCHESTER BRIDGE ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 22, 1963

Type Code X321
Winchester Bridge (Br. #7663A)(Sta. 2292+79.58 to Sta. 2309+01.84)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	2,500 cu.yd.	$ 10.00	25,000.00
Structural Excavation Below Elevation Shown	250 cu.yd.	20.00	5,000.00
Furnish 10" BP 42# Steel Piling	1,800 lin.ft.	5.00	9,000.00
Drive Steel Piles	72 only	65.00	4,680.00
Splice Steel Piles	20 only	30.00	600.00
Class "A" Concrete (3,755 cu.yd. $70.00)	All Required		262,850.00
75' to 80' Type IV Prestressed Beams	15 only	1,700.00	25,500.00
80' to 85' Type IV Prestressed Beams	40 only	1,800.00	72,000.00
Metal Reinforcement (659,000 lb. $0.13)	All Required		85,670.00
Structural Steel (Carbon 507,000 lb. $0.25; Low Alloy 375,000 lb. $0.26)	All Required		224,250.00
Metal Parapet Railing	3,240 lin.ft.	6.00	19,440.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
6-inch Standard Steel Pipe	220 lin.ft.	13.00	2,860.00
			$747,170.00
Work by Southern Pacific Company	All Required		$ 4,626.00
	Subtotal		$751,796.00
	10% Engr. & Cont.		75,179.00
	Total		$826,975.00

Length of Structure - - - - 0.307 Mile

Federal Funds -	$760,000.00
State Funds -	66,975.00
	$826,975.00

WINCHESTER BRIDGE

PROJECT NO. I-5-3(50)130

Estimated cost of work by Southern Pacific Company.

Signal and Communication Work	$2,527.00
Equipment	105.00
Freight and Material Handling	119.00
Vacation Allowance	82.00
Holiday Pay	33.00
Health and Welfare	52.00
RR Ret. and Unemployment Taxes	282.00
WC, PL and PD Insurance	104.00
Accounting and Billing	545.00
Contingencies	1,887.00
Salvage Credit	-1,110.00 Cr.
	$4,626.00

WINCHESTER BRIDGE

PROJECT NO. I-5-3(50)130

PRESTRESSED BEAM QUANTITIES

75'-80' Beams

Overhead	$ 80.00
Class "AA" Concrete (16.65 cu.yd. $50.00)	832.50
Metal Reinforcement (1,406 lb. $0.125)	175.75
Prestressed Steel (1,482 lb. $0.40)	592.80
	$1,681.05

80' to 85' Beams

Overhead	$ 80.00
Class "AA" Concrete (17.46 cu.yd. $50.00)	873.00
Metal Reinforcement (1,532 lb. $0.125)	191.50
Prestressed Steel (1,742 lb. $0.40)	696.80
	$1,841.30

RECEIVED
JUN 11 1965
FOR FILING
15-3(50)130
6249

June 9, 1965

Workman Construction Company
General Contractors
Canby, Oregon 97013

Re: Winchester Bridge
Contract No. 6249
Bridge No. 7663A

Gentlemen:

Your recent claim for 37 cubic yards of concrete at $25 per yard or a total of $925 has been received and thoroughly studied by the Bridge Division.

The special provisions for this job require the footing concrete to be poured against rock, filling all overbreak to top of rock or top of footing. The study indicates further that the 37 yards of additional concrete claimed is a very small proportion of the total footing concrete, and should be anticipated in footing construction such as the Winchester Bridge.

For the above reasons, the claim is denied.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Ivan Merchant

IDM:mm jwa

FORM S-30X—30M—1-65 SP°6416.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1965

To: Mr. Ivan D. Marchant
Bridge Engineer
O F F I C E

SUBJECT: Winchester Bridge
Bridge No. 7673A
Contract No. 6249

In response to Mr. Workman's letter requesting a hearing for what he considered was a just claim for additional filler concrete, was held in this office on Friday, May 28.

What he was asking for was an additional 37 c.y. backfill concrete for which we made a Price Agreement of $25 per c.y. on July 7, 1963. This backfill concrete was for the purpose of leveling of the bottom of the rock excavation which was considerably sloping and uneven, but was not to fill in around the sides of the footings. Mr. Workman based his claim on the proposition that although the special provisions stipulated on Page 37 that "Footings in rocks shall be poured full against undisturbed rock filling all overbreak to top of rock or top of footing" ; he claimed that the nature of the rock encountered was not solid rock but was broken up with lenses of clay and the rock itself seamy so that when he tried to shoot it out to neat lines, he got an unreasonable amount of overbreak. This is not only stipulated in the special provisions on Page 37 but on the contract Drawing Nos. 18581, 82, and 83 which indicate the concrete poured against the rock. In view of the above circumstances I advised Mr. Workman that although we appreciated the difficulty encountered there was no provision that we could deviate from what the specifications called for and what was shown on the plans. This hearing, therefore, ended but he was unconvinced that we should not allow the claim. I advised him that I would present the findings to you and that you would write him a letter giving him our final disposition of this matter.

In this regard I again reviewed the information in our files in order to convince myself that we were not being unfair in this matter. I took the final calculations, a copy of which is attached. This shows the amount of actual concrete poured and the overrun and where we allowed filler concrete. Then I took the overrun concrete less the filler concrete where shown and assumed that this amount of concrete was placed around the sides of the footings to find out what the dimension of the overbreak would be outside of the neat lines of the footings. On Bent 3 where 6 yards of overrun was shown with no filler concrete allowance the width outside the footings was .9 of a foot, assuming it was equal all the way around. On Pier 4 there was 16.5 c. y. of overrun. Back figuring this we got 1.33' or 16" all around the outside of the neat lines. This was the greatest overbreak. On Pier 2 we show 8.5 cubic yards

less 5.1 allowance leaving a net of 4.4 c.y. for around the sides of the footings and this figured only 4¼". On Pier 3 the 4½ c. y overrun figured 4-3/8" outside the edges of the neat lines of the footing. On Pier 4 which had a 7.5 c.y. overrun the distance outside the neat lines of the footing figured 7¼". On Pier 5 which had the same overrun and same size footing also figured 7¼". The same for Pier 6 which also had the same overrun and same size footing with no allowance for filler concrete. On Bent 4 which had 16.0 c.y. overrun by an allowance of 12.1 of filler concrete leaving 3.9 c.y. for the filler concrete for the sides on a 10 x 18 footing 3' thick figured 7" outside the neat footing lines. Bent 9 which had a 7 c.y. overrun with 3.9 yards for filler concrete leaving 3.1 c.y. for filler concrete around the sides figured 5-5/8" outside the neat lines of the footing.

In view of the above I do not feel that there was any excessive overbreak except possibly on Pier 1 where we had 16" outside the neat lines of the footing and this was one of the first piers shot and the additional overbreak would be contributed to his method and lack of experience in shooting the footing to neat lines. This is indicated by the fact that he got much less overbreak on all the other pier footings shown. Therefore, I feel that his claim for extra yardage for filler concrete in view of the matter that was shown on the original plans and specifications is not truly justifiable.

The final contract cost on this job was $739,006.56. The amount Mr. Workman claimed was 37 c.y. @ $25 = $925.

E. G. Ricketts
Assistant Bridge Engineer

EGR:ma

Attached

FORM E-106X (4-63)

OREG. STATE HIGHWAY DEPARTMENT — FINAL QUANTITY CALCULATIONS

CONTRACT NO. 6249

SHEET 52A OF 52 SHEETS

NAME OF JOB WINCHESTER BRIDGE — BRIDGE NO. 7663A

MADE BY GV 6-12 1964 CHECKED BY ____ 19__ BACKCHECKED BY ____ 19__

CONTRACT ITEM NO. — REFER DWG. NOS: ____ FIELD BOOK NO. ____ PAGE ____ — TOTALS

P.A. #1

FILLER CONCRETE

LOCATION	DATE POURED	PLAN VOL. FTG. CU. YD	CONCRETE POURED	OVERRUN	FILLER CONC.
BENT 3	6-18-63	20.0	26.0	6.0	-0-
PIER 1	6-21-63	55.5	72.0	16.5	-0-
PIER 2	6-25-63		64.0	8.5	5.1
PIER 3	7-3-63		60.0	4.5	-0-
PIER 4	7-18-63		63.0	7.5	-0-
PIER 5	7-12-63		63.0	7.5	-0-
PIER 6	8-13-63		63.0	7.5	-0-
BENT 4	8-21-63	20.0	36.0	16.0	12.1
BENT 9	8-26-63	20.0	27.0	7.0	3.9
	Totals	393.0	474	81	21.1
		100%	+12%	-21.1	
				+ 59.9	

TOTAL PRICE AGREEMENT NO 1 — — 21.1 YD³

474.0
- 21.1
452.9
= 11.50%

NOTED
E. G. RICKETTS

SHEET TOTAL

RECEIVED
APR 22 1965
FOR FILING

April 22, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $899.92 will be made to Workman Construction Company on Contract No. 6249 for the Winchester Bridge on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $736,680.98. No force account work was performed on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Workman Construction Company
Route 1, Box 30
Canby, Oregon

Edward C. Larkins Agency
Woodlark Building
Portland 5, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
OCT 22 1964
R FILING
6249

October 22, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California 94104

Gentlemen:

On August 5, 1964, we wrote to you concerning release of final payment on contract #6249, awarded to Workman Const. Co., for construction of the Winchester Bridge on the Winchester-South Umpqua River Section of Pacific Highway in Douglas County.

Final payment on this contract is $46,185.20 and the total contract amount is $736,761.05. No work was performed under force account. We have retained $1,000.00 to cover railroad flagging chargeable to the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
Woodlark Bldg.,
Portland 5, Oregon

cc: Workmen Const. Co.,
Route 1, Box 30
Canby, Oregon

cc: C. H. Maison
Attn.: John Horr

RECEIVED
OCT 21 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. HILLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 20, 1964

6249

Workman Construction Company
Route 1, Box 30
Canby, Oregon

Gentlemen:

Final payment on contract No. 6249 has been withheld pending receipt of the Southern Pacific Company's bill. In order to expedite your final voucher, we intend to withhold $1,000.00 as the estimated protection cost and release the balance. If the final railroad costs exceed the amount retained, we will bill you for the excess. If the railroad costs are less than the amount retained, we will release the balance.

If this procedure is agreeable to your company, sign and return the attached letter and voucher. A copy of this letter is enclosed for your records.

Very truly yours,

C. H. Maison
Controller

By:
V. E. Skoog
Assistant Controller

VES:jc

Attachment

cc: Clare Palmer
General Files

Approved:_____
Authorized Representative

RECEIVED
AUG - 5 1964
FOR FILING

I-5-3(5)130
6249

August 4, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 22 on Contract No. 6249. The contract was with Workman Construction Company and was for work on the Winchester Bridge over the Umpqua River on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 4, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. M. Young
C. H. Maison

PMS:bbc

RECEIVED
SEP 17 1963

FOR FILING

6249

September 16, 1963

Miller Paint Company
317 S. E. Grand Ave.
Portland 14, Oregon

Attention: Mr. Bill Collins

Gentlemen:

You indicated in your telephone call today that you may wish to file a claim on the Workman Construction Co. Contract No. 6249.

Attached are excerpts from the Oregon Laws relating to public contracts. The "Execution and Contents of the Notice of Claim" is outlined on pages 2 and 3 of these excerpts.

The description of this contract is as follows:

Contract No. 6249
Contractor - Workman Construction Co.
Rt. 1, Box 30, Canby, Ore.
Kind of Work: Winchester Bridge on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County.
Surety: Glens Falls Insurance Company
Agent : Edward C. Larkins Agency
Woodlark Bldg., Portland 5, Ore.
Job not completed.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. N. Head, Asst. Secretary

CNH:fp

RECEIVED
JUN 20 1963
FOR FILING

A. W. KILBORN
SUPERINTENDENT

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

May 29, 1963

GMO 87240
O-PD-61-07

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Dear Sir:

Referring to your file Winchester Bridge - Bridge #7663A, Winchester-So. Umpqua River Section, Pacific Highway-Douglas County, Project #1-5-3(50)130 relative construction of highway overpass at Winchester, Ore.:

The following policies of insurance are satisfactory:

1. Glens Falls Insurance Co. policy # MC 3-90-64, issued to SP Co., providing railroad protective coverage for period ending April 25, 1964.

2. Glens Falls Policy # CL 152391 issued to the contractor for policy period ending Jan. 1, 1965. It will be noted this policy has been endorsed to provide liability limits required in contract with respect to this particular project.

Yours truly,

NOTED
LLOYD P. SHAW

Copies to:
L P Shaw ✓
L H Young
L R Chandler
J F Chidsey

B-5-63
I

CONSTRUCTION DIVISION
RECEIVED
JUN 1963

RECEIVED
JUN 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-3(50)130
6249

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 13, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Winchester Bridges
Contract No. 6249
FAP No. I-5-3(50)130

Dear Mr. Parsons:

Workman Construction Company began work on the Winchester Bridge project on the Pacific Highway in Douglas County, Contract No. 6249, Federal-aid Project No. I-5-3(50)130 on May 7, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
D. B. Parkes
C. H. Maison
L. H. Young

NOTED
FLOYD QUERY

RECEIVED
MAY 6 - 1963
FOR FILING
I-5-3(50)120
6249

1359

May 3, 1963

Roseburg Rod & Gun Club
Roseburg, Oregon

Attention Mr. S. W. McLaughlin, Secretary

Gentlemen:

I have your letter of April 18 expressing apprehension in regard to possible damage to fish life in the Umpqua River, in the vicinity of Winchester, during construction of the new bridge.

I have not been able to contact the contractor, Workman Construction Company of Canby, Oregon, to determine its proposed scheme of construction to be used on the new work; however, you can be assured that the Highway Department will take all possible precautions to prevent a recurrence of the conditions which arose as a result of the original construction in the area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Workman Construction Company
Route 1, Box 30, Canby, Oregon

Forrest Cooper
L. R. Chandler
James Chidsey
Ivan Merchant

CAG:dl:er

VISIT DOUGLAS COUNTY
THE SPORTSMAN'S PARADISE

ROSEBURG ROD & GUN CLUB
ROSEBURG, OREGON

Forest Cooper

April 18, 1963

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

It is our understanding that very shortly you will be letting a contract on a new bridge to be located on Interstate #5 at Winchester, Oregon. When the last bridge was built at Winchester a few years ago, a situation occurred which had far reaching effects on the river and the sportsmen of this area. A temporary working bridge made of rock, rubble, etc. with a short span in the center was errected. This bridge was allowed to stay until the Fall high waters and was washed into the deep resting holes used by salmon and steelhead prior to their going over the fishladder at the Winchester Dam. This resulted in an adverse effect upon the river and the fishing in this very popular spot.

When the contract is let this month, it is to be hoped that specifications will include removal of all rock and rubble from the river by October 1st in order that high water will not cause the re-occurrence of these same damaging effects. The fishermen of this area and this organization would be most appreciative of any positive action you may be able to take in this connection.

Yours very truly,

S. W. McLaughlin
Secretary

SWM:ms

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
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APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1963
OREGON
STATE HIGHWAY COMMISSION

Affiliated With The Oregon Wildlife Federation

RECEIVED
MAY 1 - 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

April 30, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-0

By: M. E. Martin
District Engineer

Oregon Project I-5-3(50)130, Winchester Bridge, Winchester-South Umpqua River Section
Western Union Telegraph Company Utility Adjustment

Our memorandum dated April 1, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated April 15, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated April 9, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 18, 1963.

You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-3 dated August 15, 1955.

original To Young
cc Litchfield
5-2-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 7 - 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

April 25, 1963

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(50)130
Winchester Bridge
Winchester - S. Umpqua River Section
Structure

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6249 to Workman Construction Co. of Canby, Oregon, low bidder in the amount of $743,455.00 at the April 23, 1963 bid opening.

Mr. Litchfield's April 18, 1963 letter transmitted copies of the Staff Attorney's letter to the utility involved in this project and the estimate and sketch map for the adjustment. As stated in our April 1, 1963 letter authorizing advertising, authorization to proceed with the reimbursable utility adjustment will be withheld until the utility plan and estimate are approved by this office.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

[illegible] Construction Company
Route 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963 awarded to you State Highway Contract No. 6249 for the following project:

Construction of Winchester Bridge over North Umpqua River on the Pacific Highway in Douglas County

This award was based on your low bid of $743,455.00 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage
I. D. Merchant

Order #39050

J-8-63

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 240

In the matter of the Petition of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Southern Pacific Company at Winchester, known as the Second Winchester Overcrossing Project, located in the Northeast quarter of Section 25, Township 26 South, Range 6 West, W. M., Douglas County, Oregon.	ORDER

14 x 483

The above entitled matter was duly heard on January 2, 1963, before David E. Bourassa and Cameron F. Woods, Examiners for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. N. Hershberger, Assistant Attorney General
Salem, Oregon
In behalf of the State Highway Commission

For Respondent:

K. M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility Commissioner

Order #39050

On October 16, 1962, the State of Oregon by and through its State Highway Commission filed a Petition with the Commissioner pursuant to the provisions of ORS Chapters 366.205 and 763.040 for permission to construct a public highway above the grade of the tracks and right of way of Southern Pacific Company, known as the Second Winchester Overcrossing Project of the Pacific Highway, Oregon State Primary Highway No. 1, Interstate Highway No. 5 in Douglas County, Oregon.

Attached to and made a part of the Petition is Preliminary Plan and Elevation Drawing No. 18180 and Vicinity Map and Profile Drawing No. 16598.

The Petition sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served upon Southern Pacific Company and the County Court of Douglas County. The aforesaid parties filed letters in response to the services of the Petitioner and stated that they had no objection to the granting of said Petition and the proposed grade separation structure.

The matter was thereafter set down for hearing and notice thereof duly served upon all parties of record on December 11, 1962.

Evidence was adduced on behalf of Petitioner, Southern Pacific Company and the Public Utility Commissioner. The hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

Petitioner proposes to reconstruct the Winchester-Garden Valley Road section of the Pacific Highway, Oregon State Primary Highway No. 1, Interstate Highway No. 5. As an integral part of this highway it will be necessary to construct a second overcrossing westerly of and parallel to the existing overcrossing of the tracks and right of way of the Southern Pacific Company.

The proposed overcrossing structure will be located at a point in a Northeast quarter (NE¼), Section 25, Township 26 South, Range 6 West, W.M., Douglas County, Oregon, which is at the north edge of the town of Winchester. The proposed overcrossing structure will lie in a north-south direction, will be 40 feet west of the existing crossing measured center line to center line and its center line will intersect the line tangent to the curve of the center line of the Southern Pacific Company track at Railroad Survey Station 1021 + 94.05 and Highway Survey Station L5 2305 + 39.48 at an angle of 39° 28' measured in the northwest quadrant.

After completion and opening to traffic of the overcrossing structure proposed herein the existing structure will be used exclusively by northbound traffic and the proposed structure will be used exclusively by southbound traffic.

The estimated annual average daily traffic on the proposed structure will be 2,850 vehicles when completed and 5,625 vehicles in 1975. The traffic on the railroad is now averaging six train movements daily at the site of the overcrossing.

The proposed structure will also extend across the Umpqua river and will be 1,621 feet 8 inches long measured along the center line from center to center of end bents and will have a 30 foot roadway with curbs and guard rails but with no provision for sidewalks. The roadway surface will be of concrete. The structure will be composed of precast, prestressed concrete beam spans, steel deck truss spans and reinforced concrete deck girder spans all supported by reinforced steel and concrete piers. The approaches to the overcrossing structure will be surfaced with asphaltic concrete. The overcrossing will afford a vertical clearance of 26 feet 4 inches measured from the top of rail to the lowest point of the overcrossing structure immediately above. A minimum horizontal clearance of 16 feet 0 inches measured from the center of the existing track to the inner surface of the nearest supporting column will be provided.

At all times, during the construction and after completion of the structure, the vertical and horizontal clearances will exceed the minimums required in the Public Utility Commissioner's Rules and Regulations pertaining thereto.

The proposed overcrossing will meet anticipated needs of the traveling public and will not create any undue hazard or inconvenience to the railroad.

The Petitioner proposes that the construction and maintenance of the proposed overcrossing and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of a proposed grade separation crossing and supervise the construction thereof.

(b) Finance the construction of said grade separation project including reimbursement to Southern Pacific Company for necessary expenditures incurred by them in connection therewith.

(c) Maintain the said overcrossing structure with its appurtenances and highway approaches after completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner furnish such engineering, inspection, watchman and flagman services as may be required to safeguard railroad operations during construction of the project.

(b) Subject to reimbursement by Petitioner move and reinstall such existing right-of-way fences as necessarily must be moved for the project.

(c) Subject to reimbursement by Petitioner remove and replace existing signal and communication lines to protect this same during the construction.

(d) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities after completion of the project.

These proposals have been agreed upon between Petitioner and Southern Pacific Company. No objections were made and they are approved. It is found that the proposals relating to the division of expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of the additional two-lane highway of the Pacific Highway, Oregon State Primary Highway No. 1, Interstate Highway No. 5 in Douglas County and is required in the interest of public safety, convenience andgeneral welfare. Permission for the construction, therefore, shall be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the authority to construct the highway overcrossing structure herein proposed be and the same hereby is granted and No. C-578.0-A shall be assigned to said overcrossing in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design with details as shown on the Oregon State Highway Department Bridge Division drawing entitled Preliminary Plan and Elevation Drawing No. 18180 and Vicinity Map and Profile Drawing No. 16598 submitted with the Petition and all by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

Order #39050

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 8th day of February, 1963.

Public Utility Commissioner

(SEAL)

RECEIVED
JAN 17 1963
FOR FILING
I-5-3(5) 130
6249

January 16, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the January 31 Highway Commission meeting will appear the matter of entering into an agreement with the Southern Pacific Company for a second crossing of its facilities at Winchester in Douglas County. This is a proposed project which will convert Interstate 5 in that area to full interstate freeway standards and will require a second bridge across the North Umpqua River as well as the Southern Pacific tracks.

The agreement has been examined by the Engineering Department and by the Legal Counsel and is found to be in order. It is recommended that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
J. N. Hershberger

RLP:ms bbc

Pux 483

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

10-62

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing over the tracks and right of way of the Southern Pacific Company at Winchester, known as the Second Winchester Overcrossing Project, located in the Northeast quarter of Section 25, Township 26 South, Range 6 West, W. M., Douglas County, Oregon.	PETITION No. _____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service and convenience of the public, Petitioner proposes to reconstruct the Winchester-Garden Valley Road section of the Pacific Highway, State Primary Highway No. 1, Interstate Highway No. 5, which necessitates the construction of a second overcrossing over the Southern Pacific Company's existing main line track, as shown on Oregon State Highway Department drawings numbered 16598 and 18180 (Bridge No. 7663A) attached hereto and by this reference made a part hereof. Said second overcrossing will be westerly of and parallel to the existing two-lane overcrossing. This will be a new highway crossing of an existing railroad with no benefit accruing therefrom to the railroad.

IV

That due to the topography of the proposed location, a crossing at grade would be impractical and unfeasible; further, that Federal Interstate System highway standards would not allow a grade crossing on this highway; that it is in the best

interest of the citizens of this State to comply with said construction standards pursuant to which the Federal Government contributes 92% of the project cost and the State contributes only 8% of the cost; that the safety and convenience of rail and highway traffic requires an overcrossing at the proposed location.

V

That upon completion the estimated annual average daily traffic on the proposed structure and its existing twin will be 5,700 vehicles with an anticipated increase to 11,250 vehicles in 1975; that there are six through train movements per day at the site of the proposed overcrossing.

VI

That the proposed structure, which also spans the North Umpqua River, will be 1621' 8" between center lines of the end bents; that about 35' of the northerly end of the proposed structure is on a 400' vertical curve, the point of intersection of which is at Engineer's Station 2291+00, with a descending tangent from the north of 2.64% and an ascending tangent from the south of 0.1675%.

VII

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public

Roads Administration, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the project, maintain the overcrossing structure with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement under Federal regulations:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of the construction of the project.

2. Move and reinstall such existing right of way fences as necessarily must be moved for the project.

3. Remove and replace existing signal and communication lines to protect the same during construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities after completion of the construction.

VIII

That at all times during construction and after completion of the structure the vertical and horizontal clearances will exceed the minimum standards set forth in the Public Utility Commissioner's Order No. 33700.

IX

That the proposed project is in the Northeast quarter of Section 25, Township 26 South, Range 6 West, W. M., Douglas County, Oregon.

WHEREFORE, Petitioner prays for an order authorizing such construction and allocation of costs in accordance herewith, and for such other and further

order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this _____ day of October, 1962.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By _____
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing petition is true as I verily believe.

_____
IVAN MERCHANT

Subscribed and sworn to before me this _____ day of October, 1962.

_____
J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing petition and the whole thereof.

_____
J. N. HERSHBERGER - Staff Attorney

RECEIVED
SEP 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIENDLY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 18, 1962

Southern Pacific Railroad Company
Union Station
Portland 9, Oregon

Attention: Mr. A. W. Kilborn
Superintendent

Gentlemen:

Re: The Second Winchester Bridge over
the North Umpqua River and the SP Co.
Tracks
Bridge No. 7663A

The reconstruction of the Pacific Highway to interstate standards requires a second crossing of the North Umpqua River and the Southern Pacific tracks at Winchester.

I am enclosing four prints each of our Drawing No. 18180 and 16598, the preliminary plan and elevation and vicinity map, respectively, for the proposed structure.

The proposed structure will be built parallel to and 40' westerly of the existing structure. No additional easement will be required for this construction as the original easement was for a width of 150'. The Railroad will be reimbursed for its necessary expenditures in connection with this project as permitted by PPM 30-3 and PPM 21-10 will not require any contribution from funds of the Railroad in the construction.

Your attention is called to the clearance diagram on Drawing No. 18180. The final clearances will be considerably above the minimum PUC clearances, but they are less in some respects than the original structure because of the change in superstructure type.

The proposed bridge will consist of prestressed precast concrete beams on single shaft piers with a cantilever cross beam. During the construction the falsework for the cantilever cross beam on the south side of the track will provide horizontal and vertical clearances in excess of the minimum PUC requirements.

NOTED
P. M. STEPHENSON

In this construction period the Railroad should:

1. Remove and replace right-of-way fences as required.
2. Remove, protect, and replace in final position its signal and communication lines.
3. Furnish preliminary engineering, watchman, and flagman services to protect the Railroad's operations during the construction period, and upon completion of construction maintain the trackage and all other railroad appurtenances at its own cost and expense.

The Highway Department desires to place this project under contract immediately after the first of the year, probably January or February of 1963, and it is requested that you proceed with the preparation of the Railroad/Highway Agreement.

A Public Utilities Commission hearing will be applied for in the very near future for this second crossing of your tracks.

Please advise if there is anything further that you need in order to prepare the construction agreement.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/lm
Attached

cc: Mr. P. M. Stephenson

RECEIVED
SEP 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1962
FORM N. 30M 5-62 43009

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1962

SUBJECT:
PUC Application
Second Winchester Bridge over
the North Umpqua River
Bridge No. 7663A

To:
Mr. Leonard I. Lindas
Chief Counsel
O F F I C E

Attention: Mr. J. N. Hershberger
Assistant Counsel

The reconstruction of the Pacific Highway to interstate standards requires a second crossing of the North Umpqua River and the Southern Pacific tracks at Winchester.

Attached please find 12 prints each of our Drawing Nos. 18180 and 16598, the preliminary plan and elevation and vicinity map, respectively, for the proposed structure.

The proposed structure is in the NE¼, Sec. 25, T. 26 S., R. 6 West, W.M. The proposed structure is parallel to and westerly of the existing bridge with the center line separated by 40'0". The proposed structure intersects the existing single track railroad at Highway Station LS2305 + 39. 48 = Railroad Station 1021 +94.05, and with an intersection angle of 39°28'. The proposed structure will be 1621'8" center line to center line of end bents, and will consist of the following span lengths and types:

25' reinforced concrete deck girder
3 prestressed concrete spans of about 78' in length
5 steel deck trusses 141'6" center-to-center of piers
8 prestressed concrete beam spans of about 82' span length

About 35' of the northerly end of the structure is on a vertical curve which has a P.I. at Station 2291+00. This 400' vertical curve has descending tangents from the north of 2.64% and ascending tangents from the south of .1675%. The greatest part of the structure lies on the tangent ascending from the south at the 0.1675% grade. The structure will have a 30' roadway with no provision for sidewalks. Vertical and horizontal clearances are indicated on Drawing No. 18180, and in all cases are in excess of the minimum PUC requirements.

The proposed structure is on the route of Interstate Highway I-5. No existing crossings are eliminated as the structure crosses an established railroad with a new structure. The project will be constructed using State and Federal funds, and no contribution will be requested from the Railroad. The Railroad will be reimbursed for their necessary expenses in connection with this project as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project the State will prepare plans, specifications, award a contract, and supervise construction. Upon completion of the construction, the State will maintain the structure and all highway appurtenances at its own cost and expense.

In this Railroad project the Railroad should:

1. Furnish preliminary engineering, watchman, and flagman services as required to protect its operations during the construction period.

2. Remove and replace right-of-way fences as required for the proposed construction.

3. Remove its signal and communication lines and protect the same during the construction period, and replace in permanent location upon the completion of construction.

4. Maintain railroad trackage and all railroad appurtenances at its own cost and expense.

At the site of the proposed crossing the Railroad has six through train movements per day. Upon the completion of the project it is estimated that the average daily traffic on the twin structures will be 5700 vehicles which will increase to 11,250 vehicles in 1975.

Will you please prepare a petition for a PUC hearing on this project.

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

cc: Mr. P. M. Stephenson

RECEIVED
SEP 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

I-80N-4(11) Quinton U'Xing & Blalock 1963
120 O'Xing, Quinton-Arlington Sec.,
#6250 Columbia River Hwy.

FORM E-122X 80M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. HAMPTON, MEMBER
PORTLAND

RECEIVED
OCT 20 1965
BOARD FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Mr. Allard J. Heitkemper
Attorney at Law
Suite 540, Pacific Building
Portland, Oregon 97204

Re: Pacific Concrete vs. State (two cases)
Case No. 575-21 - Our File L-4616
Case No. 575-22 - Our File L-4620

Dear Mr. Heitkemper:

Thank you for your letter dated September 29, 1965, relating to the above cases. We had not, when your letter arrived, as yet received notification from the Clerk as to the trial date scheduled for November 12, 1965.

At the present time, I cannot unequivocally rule out the possibility that the State might be interested in attempting to compromise these cases, or either of them. However, neither am I in a position to extend any offer or to even suggest negotiations. I am presently operating on the assumption that it will be necessary to try these cases, and I cannot in good faith encourage you to assume otherwise.

As to the suggestion in your letter of February 12, regarding an agreed statement of facts, I believe that our Answers set forth accurately our position in respect to each of these cases. While we of course agree that your client did some work under the respective contracts, it seems to be a fair statement that there is serious difference of opinion as to whether, under each contract, the nature of the work in question and the payments previously made were such as to entitle your client to any extra or additional compensation under the respective contracts. In order to resolve these differences, it appears that a full hearing on the merits will probably be necessary.

However, if you believe it would be beneficial to stipulate to certain preliminary facts, not contrary to our

answers, we would be happy to consider any proposed agreed statement of facts, or stipulation of facts, which you might care to submit to us.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Attorney

AHJ:ks

cc: Tom Edwards
Ivan Merchant
G. E. Rohde
Frank McKinney

RECEIVED
OCT 6 1965
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1965
FOR FILING

FORM E-20X—50M—1-65 SP*6418-734

6721

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L PORTER

Salem, Oregon
October 5, 1965

To: Mr. G. E. Rohde
Chief Counsel

O f f i c e

SUBJECT: File L-4616 --Contract #6250
Pacific Concrete vs. State
Quinton Undercrossing

File L-4620 -- Contract #5990
Pacific Concrete vs. State
Hood River U.P.R.R. O-Xing

Enclosed is a copy of my largely non-committal letter to the contractor's attorney, in response to his inquiry whether these cases could be either settled or submitted to the court under an agreed statement of facts. As you will see, both cases have been set for trial in Marion County on November 12, 1965.

In the Quinton Undercrossing case, File L-4616, the contractor seeks to recover $226.91, for alleged extra work in preparation of slopes for paving. Our position, simply stated, is that the work in question was covered by a specific bid item, under which full payment has been made. Trial will involve primarily a factual determination as to the nature of the work performed, and a legal determination as to whether it was covered by the bid item. In my opinion we have a better than even chance to prevail on this claim.

In the Hood River U.P.R.R. Overcrossing case, File L-4620, the same contractor seeks to recover $1405.39, a portion of railroad relocation charges assessed against him in connection with a haul road agreement. Essentially, the contractor's claim is that this $1405.39 was for relocation of an "H" pole and other communication facilities which was not his responsibility. Our position is that the work in question was not required by our original agreement with the railroad, and was deemed necessary solely to allow use of the haul road. The situation is somewhat muddled by the fact that the contract requires the contractor obtain his own crossing agreement with the railroad. In accordance with the usual practice, the railroads refusing to deal directly with our contractors, we actually negotiated the crossing agreement with the railroad on behalf of the contractor. The railroad billed us for their resulting costs, and we, in turn, withheld a like amount from the contractor. If this does not unduly becloud the issue, we should prevail on the merits.

However, there are no "sure things" in litigation. Win or lose, our expenses in defending these cases are likely to

approach or exceed the amounts at stake, considering the time off the job for our resident engineers and other witnesses, in addition to the out-of-pocket costs and time of the legal division. Experience indicates that any litigation arising out of highway construction becomes somewhat complex. The duration of a trial can be controlled by the amount at stake to only a limited degree. These same considerations, of course, apply at least equally to the other side. Frankly, I cannot see how litigating these two claims can possibly make economic sense from the contractor's standpoint.

There are at least three possible approaches to these cases; deciding which one to take is, to some extent, a matter of policy:

(1) Defend them "to the hilt;" this will be quite expensive to both parties, relative to the amounts involved, and should have a tendency to discourage further contract litigation for such small rewards, regardless of the outcome of these particular cases.

(2) Attempt to settle for something less than the full amount. I have little doubt this is the most economical way out of these particular cases, even assuming we could win in court. It is also the most economical to the contractor, and is probably what he believed would happen when he filed the suits. I would guess that both cases could probably be settled for somewhere between $750 and $1,000. If settlement is deemed advisable, we could save ourselves (and the contractor) the expense of trial preparation by opening negotiations now, rather than on the eve of trial as in the past.

(3) Let the court decide, but try to keep the cost at a minimum, by such means as waiving jury trial, stipulating to facts wherever possible, etc. This is a middle ground, probably more expensive than settling, but with at least some tendency to discourage inconsequential contract litigation in the future.

It should be borne in mind that if we choose the first, or even the third, alternative, the court, consciously, or unconsciously, might feel that the trials are a waste of its time and the taxpayers' money, especially in the $226 case. If so, the fault would probably be attributed to both parties. This attitude , of course, would not be wholly without justification. Since we undoubtedly try more cases in Marion County

than this contractor or its attorneys do, the long-range result of this would be more detrimental to us than to the contractor.

I will appreciate your comments or instructions as to how to best proceed at your earliest convenience.

ALAN H. JOHANSEN
Attorney

AHJ:ks

cc: R. L. Porter
Tom Edwards
Ivan Merchant

RECEIVED
OCT 5 1965
OFFICE
STATE HIGHWAY

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS
ALLARD JAMES HEITKEMPER

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE 226-8491

LEO J. HANLEY 1925-1958

6250

September 4, 1964

Mr. Floyd Query, Secretary
State Highway Commission,
Salem, Oregon 97310

Re: Pacific Concrete Company vs. State of Oregon, by and through and in the name of the State Highway Commission - No. 303242 and No. 303241

Dear Mr. Query:

My records indicate that the State was served in both the above mentioned cases on August 13, 1964.

Please be advised that if you have not made an appearance in these suits within ten days from the date of this letter, I will proceed to take default.

Very truly yours,

ALLARD JAMES HEITKEMPER

AJH:mm

Copy to Jindan 9-8-64

STATE HIGHWAY COMMISSION

FORM E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1964

Oregon State Highway Commission

Re: Pacific Concrete Company
v.
State of Oregon, by and through its State Highway Commission (two cases) File No. L-4616 Case No. 303241

Hardy G. Hand v. Howard C. Johnson, (Departmental Employe) File No. L-4618 Case No. 24-775

Gentlemen:

With this report I call your attention to the filing of three legal actions, two against the State of Oregon by and through its State Highway Commission and one against Mr. Howard C. Johnson, an employe of the State Highway Department. The gist of the three actions is as follows:

1. Pacific Concrete Company v. State of Oregon, by and through its State Highway Commission--Circuit Court State of Oregon, for the County of Multnomah.

This is an action in which the plaintiff is praying for a judgment against the State of Oregon in the sum of $226.91 for additional work performed in connection with the Blalock Overcrossing of the Union Pacific Railroad on the Columbia River Highway in Gilliam County, Oregon.

It is alleged that the amount is due on account of additional work done in connection with the preparation of slopes of the Blalock Overcrossing. They allege that we agreed to pay for the same and now have rejected their claim.

2. Pacific Concrete Company v. State of Oregon, by and through its State Highway Commission--Circuit Court State of Oregon, for the County of Multnomah.

This is an action in which the plaintiff is demanding the sum of $1,405.39, in the amount they say is due them for work they have done in connection with the Hood River Overcrossing of the Union Pacific Railroad.

It is alleged that we have deducted from the amount of their final estimate, the sum of $1,405.39 in connection with the rearrangement of the signal and communication line of the Union Pacific Railroad in the vicinity of the overcrossing. They allege that the work done in the rearrangement was the responsibility of the Union Pacific Railroad and not that of the plaintiff and that the deduction of the amount from their final estimate was improper on our part and demand judgment for that sum.

3. Hardy G. Hand v. Howard C. Johnson--Circuit Court State of Oregon, for the County of Lincoln.

Action was instituted by Mr. Hand against Mr. Howard C. Johnson, one of our District Maintenance Superintendents, demanding judgment in the sum of $77,371.57.

This demand arises out of an automobile accident that occurred in November of 1962 on a relocated portion of the main north and south U. S. Highway 101 in Lincoln County. The relocated section is an off leg northbound from old Highway 101 in the vicinity of Otis.

At the time of the accident, this portion of the highway was not yet completed but prior to the time of the accident it is alleged that it was being used by the public.

It is further alleged that on November 10, 1962, Mr. Johnson in connection with our duties to maintain this segment of the relocated portion of the highway pending its completion, placed a cable across the unopened highway. In the early morning of that date, the plaintiff operating a jeep ran into the cable and suffered serious personal injuries.

It is alleged that Mr. Johnson was careless and negligent in failing to place warning signs where this unopened segment of road took off from the main Highway 101; in causing the cable to be placed across that portion of the road that had been used by the public without placing approaching warning signs; and in causing the cable to be placed across the road without placing warning lights, flags, signs or other insignia or indications that the cable had been placed.

The first two cases have been assigned to our trial staff for handling and the third case has been forwarded to our insurance carrier for handling. I shall keep you fully informed of the progress of all.

Very truly yours,

L. I. Lindas
Chief Counsel

LIL:lb
cc--Forrest Cooper --Tom Edwards
--R. L. Porter --Floyd Query
--P. M. Stephenson --C. H. Maison
--Lloyd P. Shaw --Robert Y. Thornton

RECEIVED
AUG 13 1964
FOR HWY.
2-FON-4(
6250

August 13, 1964
Salem, Oregon

Mr. L. I. Lindas
Chief Counsel

D E P A R T M E N T

Attached is a Summons and Complaint in the Multnomah County Circuit Court by Pacific Concrete Company vs. State Highway Commission in the amount of $1,405.39 on our Contract #6250.

Also attached is a Summons and Complaint in the Multnomah County Circuit Court by Pacific Concrete Company vs. State Highway Commission in the amount of $226.91 on our Contract #5990.

These papers were served on me at 9:55 a.m. this morning by the Marion County Sheriff Deputy.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

Attachments (2)

RECEIVED
JUN 24 1964
FOR

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

I-N-4(10)1
625

June 22, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Quinton Overcrossing
Bridge No. 8944
Contract No. 6250

Gentlemen:

We hereby wish to present our claim for $226.91 for the above referenced project.

We are enclosing previous correspondence and data on the claim.

If we have not received word from you within 30 days, we shall file suit as per instructions in the plans and specifications.

Sincerely yours,

PACIFIC CONCRETE COMPANY
and OTIS P. JORDAN, JR.

Otis P. Jordan Jr.

Otis P. Jordan, Jr.
President

OPJ:om
enclosure

sig & encls. to Merchant 6-23

RECEIVED
JUN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1964
OREGON
STATE HIGHWAY COMMISSION

May 12, 1964

Oregon State Highway Dept.
Salem 10, Oregon

Attention: Ivan D. Merchant

Re: Contract No. 6250
Bridge No. 8944

Gentlemen:

We have received your letter of March 30, 1964, regarding our claim involving extra work at Quinton slope, but feel you were either misinformed or do not understand the situation.

Please find enclosed a sketch which may help show the extra work involved, which at the time, was agreed upon by Mr. Gallaher and Mr. Van Scotter of the Corps of Engineers, as extra. The grading contractor did do a major part of this work but could not get equipment under the upper slope and as a result left the handwork to us. It was his contention at the time, that we had no laborers.

We definitely feel this is a legitimate claim and should be paid.

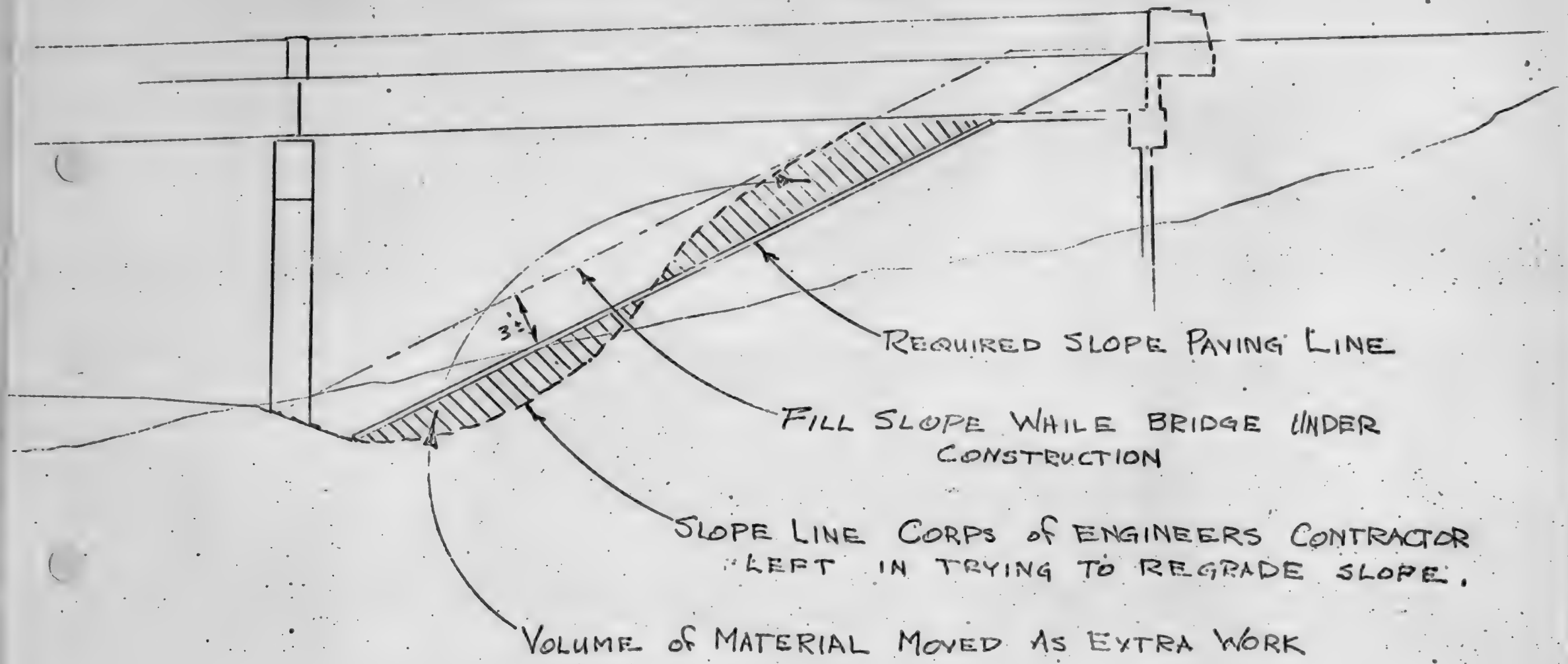
Sincerely yours,

PACIFIC CONCRETE COMPANY

Wayne R. Lowell
Engineer

WRL:om
enclosures

cc: Mr. Donald W. Gallaher


3½
REQUIRED SLOPE PAVING LINE
FILL SLOPE WHILE BRIDGE UNDER CONSTRUCTION
SLOPE LINE CORPS of ENGINEERS CONTRACTOR LEFT IN TRYING TO REGRADE SLOPE.
VOLUME of MATERIAL MOVED AS EXTRA WORK

QUINTON INTERCHANGE

BRIDGE No. 8944

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

FLOYD QUERY, SECRETARY, SALEN

O.P.J.	
R.B.	R.B.
W.L.	W.L.
R.M.	

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
APR 1 1964
PACIFIC CONCRETE CO.

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 30, 1964

Pacific Concrete Company and
Otis P. Jordan, Jr.
10401 N. E. Marx Street
Portland, Oregon

Gentlemen:

Slope Protection
Quinton Overcrossing
Bridge No. 8944
Contract No. 6250

A claim for additional compensation in the preparation of slopes for slope paving on the Quinton Overcrossing in the amount of $226.91 has been received from our Resident Engineer.

At the time this work was in progress the Resident Engineer was instructed to keep a record of costs. On the basis of records kept by the State the claim would be corrected to approximately $185.

Bid Item No. 12 for the Quinton Overcrossing is for the preparation of slopes prior to slope paving and was bid at 300 square yards with a unit bid price of $1.50 per square yard or a total for the item of $450.

A thorough examination has been made of this claim, and it is believed that the specifications are quite clear on the work to be done.

On Page 45 of the special provisions is a paragraph headed "Preparation of Slopes".

"Contractor shall dress slopes and make necessary excavations for toe trench or curb to lines and grades staked by the engineer. Excess material removed in dressing slopes shall be used in filling low areas and any excess not required for this purpose shall be spread on adjacent highway slopes as directed by the engineer. Filled areas shall be compacted. If it is necessary to import material for filling depressions and low spots to bring slopes to lines and grades staked, importation of such material only will be paid for on a force account basis. Placing imported material will be considered a part of the work of dressing the slopes."

Also Article 1.3.3, "Examination of Plans, Specifications, and Site of Work" makes no guarantee as to the condition of the roadway, grades, cross sections, etc.

In the present instance the grading contractor was requested to come back in and do additional work in shaping the slopes prior to your slope paving. The major portion of this work was done by the grading contractor, and it is our belief that the bid item covers the additional work necessary for you to place the slope paving. For this reason no adjustment will be made over the bid item and unit quantities as computed by the Resident Engineer for this work.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mn

cc: Mr. Donald Gallaher
Mr. A. F. Parson

INVOICE

PACIFIC CONCRETE COMPANY

ALpine 4-7315

10401 N. E. Marx Street Portland 20, Oregon

Mr. Donald W. Gallaher
Resident Bridge Engineer
Oregon State Highway
P.O. Box 328
Arlington, Oregon

DATE September 30, 1963

TERMS

JOB
Quinton - Blalock
Contract 6250

QUANTITY	DESCRIPTION		UNIT PRICE	SUB-TOTAL	AMOUNT
	Labor to grade excessive material from North Slope--				
	Thomas W. Ryan, carpenter foreman August 26, 1963	2 hours	$ 4.33	$ 8.66	
	Deryl D. King, carpenter August 27, 1963	3 hours	3.83	11.49	
	Thomas H. Palmer, operator August 27, 1963	1 hours	4.35	4.35	
	Roger Fuller, general laborer August 22, 1963 August 26, 1963 August 27, 1963 August 28, 1963	8 hours 5 1/2" 6 " 6 " 25 1/2"	3.10	79.05	
	Henry Patton, Jr., general laborer August 26, 1963 August 28, 1963	5 1/2 hours 6 " 11 1/2 hours	3.10	35.65	
	Leslie J. Bernard, general laborer August 22, 1963	5 hours	3.10	15.50 154.70	
	Payroll taxes Health & welfare & pension Travel pay 15% overhead & profit			23.29 14.33 5.00	$197.32 29.60 $226.91

RECEIVED
JUN 9 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1964

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the proposed Quinton-Blalock Section of highway construction on the John Day Lock and Dam Project and specifically to rock protective measures in the Blalock Interchange area. Some time ago a roll of cross sections showing our proposed design was transmitted to you. Since this, a study by your department and a re-evaluation by this department have resulted in some modifications to our original proposal. Our proposal is now basically the following:

1. Complete a fallout ditch at the subgrade level with a width of one-fourth the height of cut but no less than 20 feet in width and a 1/4:1 back slope. This is the same as previously requested.

2. During initial construction from Station 1142+63 to Station 1149+50 a bench was started part way up the cut slope. We desire that this bench be widened and constructed with a back slope no flatter than a 1/4:1 to intersect with the main rock slope that now exists. We request that a maximum obtainable width be achieved and a minimum width of 30 feet be held. The bottom of this bench should be a 10:1 slope down and away from the main roadbed.

3. Construct an upper rock protective bench of the same design as has been used on like projects in this area. This is the same as previously requested.

We are transmitting a roll of cross sections to show the location and limits of the above proposals. We present these proposals for your concurrence and incorporation in the proposed construction contract.

NOTED
LLOYD P. SHAW

Enc.
DLT:fp
cc Lloyd Shaw
Dean Swift
J. S. Sawyer

Very truly yours,

F. D. Morgan
Construction Engineer

RECEIVED
JUN 9 1964
OFFICE OF
DISTRICT ENGINEER

By Donald L. Trout
Donald L. Trout
Rural Engineer

RECEIVED
MAY 4 - 1964
FOR FILING

May 4, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6230 awarded to Pacific Concrete Co., & Otis P. Jordan, Jr., for the Quinton Undercrossing & Blalock Overcrossing on the Quinton-Arlington Section of the Columbia River Highway in Gilliam County, was completed on March 27, 1964, and accepted by the Highway Commission on May 1, 1964.

Final payment, in the amount of $4,745.45 will be released to the contractor after May 11, 1964. The total contract amount is $158,181.63 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
Woodlark Bldg.,
Portland 5, Oregon

cc: Pacific Concrete Co., &
Otis P. Jordan, Jr.,
P. O. Box 7648
Portland 20, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
MAY 1 - 1964
FOR FILING

May 1, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed March 27 on Contract No. 6250. The contract was with Pacific Concrete Company and Otis P. Jordan Jr., and was for work on the Quinton Undercrossing and Blalock Overcrossing structures on the Columbia River Highway in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 1, 1964, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

bbc

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUN 13 1963
FOR HIGHWAYS

MONTHLY TRANSACTION NO.

PROJECT PROPOSAL NO.

FORM R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Gilliam

PROJECT NO.: I-80N-4(11)120

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Quinton & Blalock Interchanges

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-1-63	0.030
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 178,786.00	$ 164,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd V. Stow

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5(11)120

QUESTION LOCKING AND BASCULE OPENING STRUCTURES
ON THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 14, 1963

Type Code XX5
Question Mystic (Dr. #6944)(Sta. 839+17)(Contract 6250)

Shoring, Cribbing, etc.	All Required		$ 10,353.00
Structural Excavation	220 cu.yds.	$ 15.00	3,300.00
Structural Excavation Below Elevation Shown	30 cu.yds.	30.00	900.00
Furnish 10" BP 42# Steel Piling	2,140 lin.ft.	4.50	9,630.00
Drive Steel Piles	40 only	50.00	2,000.00
Splice Steel Piles	10 only	50.00	500.00
Class "A" Concrete (250 cu.yds.)	All Required		27,000.00
45' to 50' Type III Prestressed Beams	4 only	800.00	3,200.00
55' to 60' Type III Prestressed Beams	4 only	800.00	3,200.00
80' to 85' Type III Prestressed Beams	6 only	1,200.00	7,200.00
Metal Reinforcement (43,900 lbs.)	All Required		6,000.00
Preparation of Slopes	300 sq.yds.	1.50	450.00
Concrete Slab Riprap	300 sq.yds.	9.00	2,700.00
8-inch Metal Drain Pipe	110 lin.ft.	4.00	440.00
			$ 76,873.00

Type Code XX5
Bascule Opening (Sta. 1161+83 to Sta. 1163+40)(Dr. 6945)(Contract 6250)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	600 cu.yds.	$ 5.00	3,000.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Class "A" Concrete (520 cu.yds.)	All Required		39,000.00
45' to 50' Type III Prestressed Beams	10 only	900.00	9,000.00
50' to 55' Type III Prestressed Beams	10 only	900.00	9,000.00
55' to 60' Type III Prestressed Beams	10 only	950.00	9,500.00

Metal Reinforcement (101,700 lbs.)	All Required		$ 13,000.00
8-inch Metal Drain Pipe	140 lin.ft.	$ 4.00	560.00
			$ 85,660.00
	Subtotal		$ 162,533.00
	10% Engr. & Cont.		16,253.00
	Total		$ 178,786.00

Length of 2 structures - - - - - - - - -0.030 mile

Federal Funds -	$ 164,000.00
State Funds -	14,786.00
	$ 178,786.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1923; Chap. 329, Laws 1939

State Funds for Maint.: Chap. 329, Laws 1939

Prestressed Beam Quantities:

Quinton Wyoming

45' to 50' Beams

Overhead			$ 70.00
Class "AA" Concrete	7.22 cu.yds.	$ 57.00	411.54
Metal Reinforcement	930 lbs.	0.12	111.60
Prestress Steel	425 lbs.	0.40	170.00
			$ 763.14

55' to 60' Beams

Overhead			$ 70.00
Class "AA" Concrete	8.94 cu.yds.	$ 57.00	509.58
Metal Reinforcement	1,090 lbs.	0.12	130.80
Prestress Steel	754 lbs.	0.40	301.60
			$1011.98

60' to 85' Beams

Overhead			$ 90.00
Class "AA" Concrete	12.17 cu.yds.	$ 57.00	693.69
Metal Reinforcement	1,330 lbs.	0.12	159.60
Prestress Steel	1,344 lbs.	0.40	537.60
			$1480.89

Prestressed Beam Quantities - (cont'd)

Unblock Ohsing

45' to 50' Beams

Overhead			$ 70.00
Class "AA" Concrete	7.5 cu.yds.	$ 57.00	427.50
Metal Reinforcement	952 lbs.	0.12	114.24
Prestress Steel	517 lbs.	0.40	206.80
			$ 818.54

50' to 55' Beams

Overhead			$ 70.00
Class "AA" Concrete	8.0 cu.yds.	$ 57.00	456.00
Metal Reinforcement	1,030 lbs.	0.12	123.60
Prestress Steel	627 lbs.	0.40	250.80
			$ 930.40

55' to 60' Beams

Overhead			$ 70.00
Class "AA" Concrete	8.5 cu.yds.	$ 57.00	484.50
Metal Reinforcement	1,076 lbs.	0.12	129.12
Prestress Steel	709 lbs.	0.40	283.60
			$ 967.22

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(11)120

QUINTON D'KING AND BLALOCK O'KING STRUCTURES

ON THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 26, 1963

Type Code #761
Quinton D'King (Br. #8944)(Sta. 639+17)

Shoring, Cribbing, etc.	All Required			$ 1,000.00
Structural Excavation	220 cu.yds.	$	5.00	1,100.00
Structural Excavation Below Elevation Shown	30 cu.yds.		5.00	150.00
Furnish 10" BP 42# Steel Piling	2,140 lin.ft.		5.00	10,700.00
Drive Steel Piles	40 only		60.00	2,400.00
Splice Steel Piles	10 only		35.00	350.00
Class "A" Concrete (250 cu.yds. $80.00)	All Required			20,000.00
45' to 50' Type III Prestressed Beams	4 only		750.00	3,000.00
55' to 60' Type III Prestressed Beams	4 only		1,000.00	4,000.00
80' to 85' Type III Prestressed Beams	6 only		1,500.00	9,000.00
Metal Reinforcement (43,900 lbs. $0.14)	All Required			6,146.00
Preparation of Slopes	300 sq.yds.		1.50	450.00
Concrete Slab Riprap	300 sq.yds.		7.00	2,100.00
8-inch Metal Drain Pipe	100 lin.ft.		4.00	440.00
				$ 60,836.00

Type Code #761
Blalock O'King (Sta. 1161+83 to Sta. 1163+40)(Br. #8945)

Shoring, Cribbing, etc.	All Required			$ 3,000.00
Structural Excavation	600 cu.yds.	$	6.00	3,600.00
Structural Excavation Below Elevation Shown	60 cu.yds.		10.00	600.00
Class "A" Concrete (528 cu.yds. $80.00)	All Required			42,240.00
45' to 50' Type III Prestressed Beams	10 only		800.00	8,000.00
50' to 55' Type III Prestressed Beams	10 only		900.00	9,000.00
55' to 60' Type III Prestressed Beams	10 only		975.00	9,750.00
Metal Reinforcement (101,700 lbs. $0.14)	All Required			14,238.00
8-inch Metal Drain Pipe	140 lin.ft.		4.00	560.00
				$ 90,988.00

Subtotal	$ 151,824.00
10% Engr. & Cont.	15,182.00
Total	$ 167,006.00

Length of two structures - - - - - - - - -0.030 miles

Federal Funds -	$ 153,000.00
State Funds -	14,006.00
	$ 167,006.00

QUINTON WIDENING AND BLALOCK OVERPASS STRUCTURES

PROJECT NO. I-80H-4(11)120

Prestressed Beam Quantities

Quinton Widening

45' to 50' Beams			
Overhead			$ 70.00
Class "AA" Concrete	7.22 cu.yds.	$ 57.00	$ 411.54
Metal Reinforcement	930 lbs.	0.12	111.60
Prestress Steel	425 lbs.	0.40	170.00
			$ 763.14

55' to 60' Beams			
Overhead			$ 70.00
Class "AA" Concrete	8.94 cu.yds.	$ 57.00	509.58
Metal Reinforcement	1,090 lbs.	0.12	130.80
Prestress Steel	754 lbs.	0.40	301.60
			$ 1,011.98

80' to 85' Beams			
Overhead			$ 90.00
Class "AA" Concrete	12.17 cu.yds.	$ 57.00	693.69
Metal Reinforcement	1,330 lbs.	0.12	159.60
Prestress Steel	1,344 lbs.	0.40	537.60
			$ 1,480.89

Prestressed Beam Quantities (Cont'd)

Blalock Ohio

45' to 50' Beams

Overhead			$ 70.00
Class "AA" Concrete	7.5 cu.yds.	$ 57.00	427.50
Metal Reinforcement	952 lbs.	0.12	114.24
Prestress Steel	517 lbs.	0.40	206.80
			$ 818.54

50' to 55' Beams

Overhead			$ 70.00
Class "AA" Concrete	8.0 cu.yds.	$ 57.00	456.00
Metal Reinforcement	1,030 lbs.	0.12	123.60
Prestress Steel	627 lbs.	0.40	250.80
			$ 900.40

55' to 60' Beams

Overhead			$ 70.00
Class "AA" Concrete	8.5 cu.yds.	$ 57.00	484.50
Metal Reinforcement	1,076 lbs.	0.12	129.12
Prestress Steel	709 lbs.	0.40	283.60
			$ 967.22

RECEIVED
MAY 28 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5N-4(11)120

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 27 1963

Mr. A. W. Parsons
Division Engineer
Bureau fof Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Dear Mr. Parsons:

Pacific Concrete Company and Otis P. Jordan, Jr. began work on the Quinton Undercrossing and Blalock Overcrossing structures on the Columbia River Highway in Gilliam County, Contract No. 6250, Federal-aid Project No. I-80N-4(11)120, on May 23, 1963.

Very truly yours,
ORIGINAL SIGNED
[illegible]

Ivan D. Merchant
Bridge Engineer

dl
cc: Floyd Query
D. B. Parkes
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

RECEIVED
MAY 7 - 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

April 25, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5(4)4(11)120
Quinton Undercrossing and Hialock Overcrossing
Quinton - Arlington Section
Structures

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6250 to Pacific Concrete Co. & Otis P. Jordan, Jr. of Portland, Oregon, low bidder in the amount of $162,533.00 at the April 23, 1963 bid opening.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-4(11)120

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 29, 1963

Pacific Concrete Company, Ore. Corp.
and Otis P. Jordan, Jr.
10401 N. E. Marx
Portland, Oregon

Gentlemen:

The State Highway Commission on April 29, 1963, awarded to you State Highway Contract No. 6250 for the following project:

Construction of Quinton Undercrossing and Blalock Overcrossing on the Quinton-Arlington Section of the Columbia River Highway in Gilliam County

This award was based on your low bid of $162,533.00 which was submitted to the Commission on April 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. O. Savage
J. D. Merchant

RECEIVED
APR 9 - 1963
FOR FILING

I 80N 4(11)120
6250

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 1, 1963

By:
R. H. Tokerud
Bridge Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-80N-4(11)120
Quinton U'xing & Blalock O'xing
Quinton-Arlington Section
Structures

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that there has been no displacement of persons in connection with this project and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter.

For the prestressing reinforcement on the Quinton U'xing and Blalock O'xing the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

original To Young
with attach.
cc Gifford
4-9-63

NOTED
LLOYD P. SHAW

RECEIVED
1962
FOR FHWA

I-80N 4(11)12-2

6250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
March 30, 1962

SUBJECT: Gilliam County Request to Change Location of Quinton Interchange.

To:
Dean Swift
Division Engineer
Bend, Oregon

On March 24, 1962, Mr. Edwards informed me that he had been contacted by the Gilliam County Court regarding the proposed Quinton Interchange. He stated that he had advised them that the Quinton Interchange would be a standard diamond design and suggested that they contact me for further information.

On March 26, 1962, I received a telephone call from Mr. Ed. Morgan, Gilliam County Clerk, asking that I meet Mr. Milt Boyce, Gilliam County Roadmaster, at the Quinton Interchange and show him how the connection to the county road is to be made. I met Mr. Boyce, March 27, 1962, at Quinton. Also, Mr. Roy Phillipi was with him. Apparently because the Gilliam County Road, that intersects the Columbia River Highway at Quinton and runs southerly up Wild Cat Canyon, serves primarily the Phillipi ranches, Mr. Phillipi is bringing pressure to bear on the county court to improve the county road, when the new 4-lane highway is constructed.

The county court is considering moving the county road and the Quinton Interchange to the east side of Wild Cat Canyon, thus, eliminating the widening of heavy rock cuts along the existing county road.

I went over the interchange area with Mr. Phillipi and Mr. Boyce, showed them approximately where the new grade will be as to location and elevation. I pointed out to them that a new grade down the east side of Wild Cat Canyon, although probably much cheaper for them to construct, would necessarily be a considerably steeper grade, and that the cost of constructing the Quinton Interchange, east of Wild Cat Canyon, would be all but impossible because the legs of the interchange would have to be constructed in a rock bluff 200 ft. high.

I picked up the elevation of the proposed new 4-lane highway on the east side of Wild Cat Canyon and let them check the grades on both sides of the canyon with my clinometer. I believe that Mr. Boyce, the Gilliam County Roadmaster, was pretty well convinced that their proposed change is not practical. However, it is quite probable that Mr. Phillipi will pursue the matter further, judging from his attitude on other matters in the past.

This to copy to Porter

ORIGINAL SIGNED BY J. S. SAWYER

J. S. SAWYER
Resident Engineer

NOTED TOM EDWARDS

NOTED R. L. PORTER

RECEIVED
APR 2 1962
OREGON
STATE HIGHWAY COMMISSION

JSS:af

cc: Mr. Tom Edwards

15-3322 Valley of the Rogue State Park, 1963
Overnight Camp Extension

#6251

RECEIVED
NOV 8 1963
FOR FILING

November 7, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6251 awarded to M. C. Lininger & Sons, Inc., for the overnight camp extension in the Valley of the Rogue State Park on the Stage Coach County Road in Jackson County, was completed October 31, 1963, and accepted by the Highway Commission on November 5, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 15, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. C. Lininger & Sons, Inc.,
P. O. Box 1386
Medford, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
NOV 7 1963
FOR FILING

15-3[illegible]
6251

November 5, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 31 on Contract 6251. The contract was with M. C. Lininger & Sons, Inc., for work on the Valley of the Rogue State Park in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 5, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
P. M. Stephensen
V. D. Wolfe
Ivan Marchant
L. H. Young
C. H. Maisen

PMS:er

RECEIVED
NOV 5 1963
FOR FILING

Hold for Oregon letter
76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1963

SUBJECT: Valley of The Rogue State Park
Contract 6251

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

B U I L D I N G

M. C. Lininger & Sons, Inc. completed work on Contract No. 6251, Valley of the Rogue State Park in Jackson County on October 31, 1963. This contract is ready for acceptance by the Commission.

This is a State project and does not require final inspection nor concurrence in acceptance by the Bureau of Public Roads.

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: Floyd Query
D. B. Parkes

NOTED ON CARD

RECEIVED
OCT 9 1963

FOR FILING

6251

OREGON STATE HIGHWAY COMMISSION

Contractors Request

#6

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 24, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 45 days to 60 days, within which to complete our Contract No. 6251, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter

June 5th to June 18th inclusive
June 18th to June 28th

Respectfully submitted,

M. C. Lininger & Sons Inc
Contractor

By Earl E. Lininger

APPROVED BY HIGHWAY COMMISSION
DATE Aug. 29, 1963 for 15 added work days
Hazel Lacey
Secretary

CONSENT OF SURETY

Date August 14, 1963

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S. Grace
Attorney-in-fact

HANSEN & ROWLAND, INC. OF OREGON
603 Failing Building
Portland, Oregon
Resident Agent

By Ethel S. Wall
Resident Agent for Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6251 Contractor .....

Highway .....

Section Valley of the Rogue State Park

Kind of Work Overnight Camp Extension

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

A large overrun in general excavation quantites and other items of construction beyond the contractors control. Strikes have delayed the ultimate completion of this contract beyond the summer tourist season and the additional time requested will reflect no hardship on the tourist traffic.

Recommended for Approval:

John Aungst
Asst. Division Engineer

Ivan V. Markham
~~Construction Engineer~~ or Bridge Engineer

J. M. Stapleton
~~Asst.~~ State Highway Engineer

Contract No. 6251

Project designation State (State-Federal)

Date awarded April 25, 1963

Work started May 20, 1963

Per cent completed 60% 7-26 (Date)

No. of Workdays Allowed 45

No. of Workdays Used 36 7-26-63

No. of Added Workdays Requested 15

M. C. LININGER & SONS, INC.
General Contractors
P. O. Box 1386 - Medford, Oregon

July 24, 1963

Oregon State Highway Commission

Salem, Oregon

RE: State Highway Contract # 6251, Valley of the Rogue State Park...Overnight Camp Extension

Gentlemen;

We hereby request an increase of 15 workdays for the completion of the above work, without assessment of liquidated damages.

The conditions which have delayed the completion of the work are as follows:

We were ordered by the engineer to remove heavy grass and sod from all roadway and trailer stall areas. There is no item or price in this contract for grubbing. This was particularly slow because of the small irregular areas, and because of the many stakes necessary for the many small cuts and fills.

We used about 15 days to do this work, but during this time, some other work was accomplished. We estimate the grubbing work delayed the job 10 days. June 5th to June 18th inclusive.

The general excavation (Item # 1) is exceeding the estimated quantities by a large amount. This has made necessary some borrowing of material. There has been considerable delay caused us by not having borrow areas approved and available when needed. When borrow was provided, it was inadequate.

(O V E R)

M. C. LININGER & SONS, INC.
General Contractors
P. O. Box 1386 - Medford, Oregon

It is hard to 'pinpoint' which calendar days, or work days were the ones actually involved, because our not being able to complete the fills around certain areas has held up parts of the entire job.

We estimate the delay caused by the above to be 5 work days.

These 5 days plus the 10 days delay for grubbing, makes a total of 15 days , as requested.

Written consent of our surety is enclosed.

Very truly yours,

Earl E. Lininger

Earl E. Lininger
M. C. Lininger & Sons, Inc.

EL/hj
enc
cc: Roy W. Norton, Resident Engineer

RECEIVED
AUG 29 1963
FOR FILING

August 29, 1963

M. C. Linninger & Sons, Inc.
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 29, 1963, discussed with the Engineer your request for an extension of time on Contract No. 6251. You requested 15 additional workdays within which to complete the overnight camp extension on Valley of the Rogue State Park on Stage Coach County Road in Jackson County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 15 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fun

cc L. R. Chandler
Roy Norton
F. D. Morgan
L. H. Young
C. H. Maison

RECEIVED
AUG 28 1963
FOR FILING

6251

August 27, 1963

Oregon State Highway Commission

Request for extension of Time
No. 6
August 29, 1963 Meeting

Gentlemen:

H. C. Minnger and Sons, Inc., contractor on the Valley of the Rogue State Park in Jackson County, Contract No. 6251, has requested that it be granted 15 additional workdays without assessment of liquidated damages in which to complete the contract work. The contractor's request Form E-328, approved by his surety and accompanied by a letter of request, is attached.

Our investigation into the contractor's request indicates his reasons for the expected overrun in workdays are essentially correct. The general excavation quantities are considerably larger than the bid amount. At the engineer's orders, more work than was anticipated occurred in topsoil and sod removal.

I recommend that the request for 15 additional workdays, without assessment of liquidated damages, be granted. This is a state project and does not require Bureau of Public Roads concurrence.

This matter will be on the agenda for the August 29 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant L. H. Young
C. H. Maison
F. D. Morgan
PMS:er bbc

RECEIVED
MAY 28 1963
FOR FILING

15-3322
2-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1963

SUBJECT:

To: D. B. Parkes
Contract Payments

DEPARTMENT

M. C. Lininger & Sons Company, Inc. began work on the Valley of the Rogue State Park overnight camp extensions on the Stage Coach County Road, in Jackson County, Contract No. 6251, on May 20, 1963.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 26 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
S. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 23, 1963

W.C. Lininger & Sons, Inc.
P. O. Box 1280
Medford, Oregon

Gentlemen:

The State Highway Commission on April 23, 1963, awarded to you State Highway Contract No. 6251 for the following project:

Valley of the Rogue State Park, Overnight Camp Extension in Jackson County

This award was based on your low bid of 190,204.40 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage
I. D. Merchant
Parks Dept.

18-3310 Overnight Camping Install., 1963
Collier Memorial State Park, The
#6252 Dalles-California Hwy.

RECEIVED
FEB 3 - 1964
FOR FILING

14-2211
6252

January 31, 1964

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

On October 28, 1963, we wrote to you concerning release of final payment on contract #6252, awarded to Klamath Plumbing & Heating Co., for entrance road and overnight camp area to Collier Memorial State Park on The Dalles-California Highway in Klamath County.

Final payment on this contract is $5,976.49 and the total contract amount is $116,948.97. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Jc

cc: Maryland Casualty Co.,
Midland Empire Ins. Agency
1006 Main Street
Klamath Falls, Oregon

cc: Klamath Plumbing & Heating Co.,
800 Market Street
Klamath Falls, Oregon

cc: C. H. Maison
Attn.: John Horr

RECEIVED
OCT 28 1963
FOR FILING
6252

October 28, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 9 on Contract 6252. The contract was with the Klamath Plumbing & Heating Company for work on the Collier Memorial State Park Entrance Road and Overnight Camp area on The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12, 1963

Section Collier Memorial State Park

Kind of work Entrance Road and Overnight Camp Area

Highway The Dalles-Calif. County Klamath

Section prefix 18-3310

Contractor Klamath Plumbing & Heating Co.

Contract number 6252

Date of contract April 25, 1963

Specified work days 60

Date work started May 1, 1963

Work days used 59

Project authorization $132,595.09

Exclusive of engineering $123,166.11

Per cent of time elapsed 98.33 %

Estimated cost of completed project, exclusive of engineering $123,166.11

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 9,428.98

Grading only

Engineering cost to date $ 4,809.90, 51.0 %

Date project was completed October 9, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	100	-	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No grading or surfacing work done on this project by contractor's forces this week.

Project completed Wednesday , October 9, 1963.

FINAL REPORT

#1 DBFE

Signed W. Reid Merritt

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	5,450 c.y.	5,310 c.y.			
Total quantities corrected to date	6,423.8 c.y	4,675 c.y.			
Estimated quantities moved or placed to date	6,423.8 c.y.	4,675 c.y.			
Average daily quantities	0 c.y.	0 c.y.			
Average daily quantities necessary to complete project on time	0	0			
Number shifts per day	0	0			
Hours per shift	0	0			
Average force on project for week	0	0			
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Rain		
Saturday			

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

IR-3210

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 25, 1963

Klamath Plumbing & Heating Company
800 Market Street
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6252 for the following project:

Overnight Camping Installation, Collier Memorial State Park along The Dalles-California Highway in Klamath County

This award was based on your low bid of $116,162.20 which was submitted to the Commission on April 25, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Bryan
L. H. Young
R. G. Savage
J. D. Merchant
Parks Dept.

I-5-4(53) Pacific Hwy. U'Xing of Egge 1963
198 Rd., Coburg Quarry Slide Sec.,
#6253 Pacific Hwy.

RECEIVED
SEP 10 1965

STATE COPY

Short-cut transaction number FOR FILING	PR-2A (Rev. 6-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	State Oregon
Project report number I-5-4(53)198		County Lane
6253	9-3-65	Project number I-5-4(53)198

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 144,919.00

Revised Federal funds $ 129,181.42

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of September, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Form Approved; Budget Bureau No. 41-R2089

NON-FHWA TRANSACTION NO.

RECEIVED
JUN 13 1963
FOR FILING

PROJECT REPORT NO.
5

FORM R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Lane

PROJECT NO.: I-5-4(53)198

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.3 mi. North of McKenzie River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-29-63	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 133,685.00	$ 122,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stuart

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-4(53)198

COOS-CURRY LINE SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1963

Type Code 1050
Roadway (Sta. 322+84.98) (Contract 6253)

Clearing and Grubbing	All Required			$ 4,000.00
Drainage Excavation, Unclassified	110	cu.yds.	$ 2.00	220.00
General Excavation, Unclassified	25,200	cu.yds.	1.30	32,760.00
Finishing Roadbed and Slopes	0.28	miles	1,400.00	392.00
Rounding Cutbanks	740	lin.ft.	0.22	162.80
12-inch Culvert Pipe	34	lin.ft.	3.20	108.80
18-inch Culvert Pipe	240	lin.ft.	4.90	1,176.00
Extra for Pipe under Pavement	24	lin.ft.	1.20	28.80
18-inch Culvert End Sections	4	only	27.70	110.80
Salvage and Reinstall Guard Rail	1,250	lin.ft.	1.50	1,875.00
Salvage and Reinstall Type 2 Fence	120	rods	4.50	540.00
Type 2 Fence	50	rods	7.50	375.00
Coarse Crushed Material in Base	1,045	cu.yds.	2.25	2,351.25
3/4" - 0 Material in Base	350	cu.yds.	2.25	787.50
Sprinkling	60	M-gal.	3.00	180.00
Preparation of Base	0.28	miles	750.00	210.00
Furnishing and Placing Aggregates	170	cu.yds.	5.00	850.00
120-150 Asphalt	16	tons	50.00	800.00
Furnishing and Placing Topsoil	800	cu.yds.	3.00	2,400.00
Furnishing and Planting Trees	52	only	7.65	397.80
Furnishing and Planting Shrubs	700	only	2.25	1,575.00
Furnishing and Planting Vines	2,200	only	0.38	836.00
Seeding and Mulching	2	acres	390.00	780.00
Inorganic Fertilizer 10-16-6	10	cwt.	5.25	52.50
Organic Fertilizer 5-3-2	5.50	cwt.	5.00	27.50
Manure Fertilizer	16	cu.yds.	6.00	96.00
Mulch Material	24	units	12.50	300.00
				$ 53,392.75
Flagging (57½% of Contractor's Cost)	All Required			100.00
Signing (Temporary)	All Required			3,000.00
Scaling Rock Slopes	All Required			3,000.00
				$ 6,100.00
	Subtotal			$ 59,492.75
	10% Engr. & Cont.			5,948.25
	Total			$ 65,441.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(53)196

Type Code X761
Name Local Bridge (Br. #0174) (Sta. 322+54.98) (Contract 6253)

Shoring, Cribbing, etc.	All required		$ 5,000.00
Structural Excavation	230 cu.yds.	$ 6.00	1,380.00
Structural Excavation Below Elevation Shown	30 cu.yds.	20.00	600.00
Furnish 10" BP 42# Steel Piling	320 lin.ft.	5.00	1,600.00
Drive Steel Piles	9 only	80.00	720.00
Splice Steel Piles	2 only	100.00	200.00
Class "A" Concrete (325 cu.yds.)	All required		29,000.00
75' to 80' Type III Prestressed Beams	8 only	1,400.00	11,200.00
Metal Reinforcement (63,300 lbs.)	All required		9,500.00
Preparation of Slopes	200 sq.yds.	3.00	600.00
Concrete Slab Riprap	200 sq.yds.	8.00	1,600.00
6-inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
Subtotal			$ 62,040.00
10% Engr. & Cont.			6,204.00
Total			$ 68,244.00

Length of Roadway	0.000 Mile
Length of 1 Structure	0.000 Mile
Total Length	0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 65,441.00	$ 60,000.00	$ 5,441.00
Structure	68,244.00	62,000.00	6,244.00
	$133,685.00	$122,000.00	$ 11,685.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

COOLIDGE DAM - X SLIDE SECTION

PROJECT NO. I-5-4(53)138

Prestressed Room Partitions

75'-80' Beams

Overhead		$ 90.00
Class "A-A" Concrete	11.68 cu.yds. @40.00	467.20
Metal Reinforcement	1,347 lbs. @0.12	161.64
Prestress Steel	1,205 lbs. @0.40	482.00
		$1,200.84

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(53)198

COBURG QUARRY SLIDE SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 26, 1963

Type Code ~~5231~~ 4050
Roadway (Sta. 322+84.98)

Clearing and Grubbing	All Required		$ 1,000.00
Drainage Excavation, Unclass.	110 cu.yd.	$ 3.00	330.00
General Excavation, Unclass.	25,200 cu.yd.	1.75	44,100.00
Finishing Roadbed and Slopes	0.28 mile	1500.00	420.00
Rounding Cutbanks	740 lin.ft.	0.25	185.00
12-inch Culvert Pipe	34 lin.ft.	3.75	127.50
18-inch Culvert Pipe	240 lin.ft.	5.00	1,200.00
Extra for Pipe Under Pavement	24 lin.ft.	3.00	72.00
18-inch Culvert End Sections	4 only	50.00	200.00
Salvage and Reinstall Guard Rail	1,250 lin.ft.	2.00	2,500.00
Salvage and Reinstall Type 2 Fence	120 rod	4.50	540.00
Type 2 Fence	50 rod	7.00	350.00
Coarse Crushed Material in Base	1,045 cu.yd.	3.00	3,135.00
3/4" - 0 Material in Base	350 cu.yd.	3.50	1,225.00
Sprinkling	60 M-gal.	3.00	180.00
Preparation of Base	0.28 mile	250.00	70.00
Furnishing and Placing Aggregates	170 cu.yd.	5.00	850.00
120-150 Asphalt	16 ton	60.00	960.00
Furnishing and Placing Topsoil	800 cu.yd.	2.50	2,000.00
Furnishing and Planting Trees	52 only	7.00	364.00
Furnishing and Planting Shrubs	700 only	3.00	2,100.00
Furnishing and Planting Vines	2,200 only	0.30	660.00
Seeding and Mulching	2 acre	300.00	600.00
Inorganic Fertiliser, 10-16-8	10 cwt.	5.00	50.00
Organic Fertiliser, 5-3-2	5.50 cwt.	6.00	33.00
Manure Fertiliser	16 cu.yd.	6.00	96.00
Mulch Material	24 unit	12.00	288.00
			$63,635.50

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
Signing (Temporary)	All Required	3,000.00
Sealing Rock Slopes	All Required	3,000.00
		$ 6,100.00

Subtotal	$69,735.50
10% Engr. & Cont.	6,973.50
Total	$76,709.00

Type Code X781
Eggo Road U'xing (Br. #9174)(Sta. 322+84.98)

Shoring, Cribbing, etc.	All Required		$ 1,000.00
Structural Excavation	230 cu.yd.	$ 5.00	1,150.00
Structural Excavation Below Elevation Shown	30 cu.yd.	5.00	150.00
Furnish 10" BP 42# Steel Piling	320 lin.ft.	5.00	1,600.00
Drive Steel Piles	9 only	100.00	900.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete (325 cu.yd. $80.00)	All Required		26,000.00
75' to 80' Type III Prestressed Beams	8 only	1200.00	9,600.00
Metal Reinforcement (63,300 lb. $0.14)	All Required		8,862.00
Preparation of Slopes	200 sq.yd.	1.50	300.00
Concrete Slab Riprap	200 sq.yd.	7.00	1,400.00
8-inch Metal Drain Pipe	160 lin.ft.	4.00	640.00
	Subtotal		$51,672.00
	10% Engr. & Cont.		5,167.00
	Total		$56,839.00

Length of Roadway - - - - - - 0.000 Mile
Length of 1 Structure - - - 0.000 Mile
Total Length- - - - - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 76,709.00	$ 70,000.00	$ 6,709.00
Structure	56,839.00	52,000.00	4,839.00
	$133,548.00	$122,000.00	$11,548.00

COBURG QUARRY SLIDE SECTION

PROJECT NO. I-5-4(53)198

Prestressed Beam Quantities

75'-80' Beams

Overhead			$ 90.00
Class "A-A" Concrete	11.68 cu.yd.	$40.00	467.20
Metal Reinforcement	1,347 lb.	0.12	161.64
Prestress Steel	1,205 lb.	0.40	482.00
			$1,200.84

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6253

April 28, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On February 16, 1965, we wrote to you concerning release of final payment on Contract No. 6253 awarded to Hamilton and Thoms, Inc., for grading, oiling, roadside improvement and structure on the Egge Road Undercrossing (Coburg Quarry Slide) of the Pacific Highway in Lane County.

Final payment on this contract is $5,890.41 and the total contract amount is $127,350.51 including $12,504.64 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hamilton and Thoms, Inc.
P. O. Box 726
Eugene, Oregon

C. H. Maison
Attn: John Herr

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Salem, Oregon
April 27, 1965

Increase in Project Authorization

Mr. H. E. Mayfield
Resident Highway Engineer

Eugene

This is to advise you that at its meeting of April 20, 1965, the Highway Commission approved an increase of $7,200.95 in project authorization on Contract No. 6253, Coburg Quarry Slide Section of the Pacific Highway in Lane County.

The new authorization for construction is $144,375.29. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

NKG:ia

cc: L. R. Chandler

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MAR 30 1965
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6252

March 29, 1965

Oregon State Highway Commission

Gentlemen:

In checking the final estimate for the Pacific Highway undercrossing of Eggs Road, Coburg Quarry Slide Section of the Pacific Highway, Contract No. 6253, it is found that the project authorization will be overrun by $7,200.95. Originally, it was estimated that the project would cost $137,174.34. It now appears that the final cost will be $144,375.29. This is an increase of 5.25 per cent.

This is caused by corrective work required on an unanticipated slide, scaling of rock slopes, and an overrun in the engineering cost resulting from an extension of the specified workdays.

It was necessary to make these expenditures to complete the project according to plan. I recommend your approval of this increase so that final payment may be released to the contractor, Hamilton and Thomas, Inc. of Eugene.

This matter will be on the agenda for your consideration at the April 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Lloyd Shaw
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:bjm:sw

FORM B-90 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1965

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Over-run of Project Authorization
Pacific Highway Undercrossing of Egge Road,
Coburg Quarry Slide Section
Pacific Highway
Contract No. 6253

Attached is a "Report on Expected Over-run of Project Authorization" on the subject contract. This project for grading, paving, roadside improvement and structures is under contract to Hamilton and Thoms, Inc. of Eugene.

The original project authorization was $137,174.34. When the project was completed, the anticipated over-run was just under 5 per cent. The final estimate indicates an anticipated cost of $144,375.29, an over-run of $7,200.95, or 5.25%.

This over-run was caused by corrective work required as a result of an unanticipated slide, scaling work required on rock slopes and increased engineering costs resulting from an extension of the specified workdays from 110 to 126 days. The slide correction work amounted to $5,043. The additional scaling work amounted to $7,134. The engineering cost over-ran the project authorization $6,578.

It is recommended that the project authorization be increased by $7,200.95, from $137,174.34 to $144,375.29. This project was completed July 22, 1964.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young

MAR 1 [illegible]
OFFICE OF
STATE [illegible]

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MAY 27 1965

Form No. 734-1001-7-62

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Pacific Highway U'xing of Egge Road Colmary Quarry Slide Date March 1, 19 65

Highway Pacific Contract No. 6253

6222

County Lane Kind of Work Grading, Paving, Roadside Impr. & Structures Contractor Hamilton & Thomas, Inc.

Contract Amount $ 115,432.75

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item 3, General Excavation, Unclass.	1,211.3 cy	1.30	- 1,574.69
Item 13, Coarse Crushed Material in Base	165.77 cy	2.25	+ 372.98
Item 14, 3/4"-0 Material in Base	133.03 cy	2.25	+ 299.32
Item 30, Structural Excavation Below Elevation Shown	30 cy	20.00	- 600.00
Item 34A, Class "A" Conc. Adjustment	0.31 cy	89.23	- 27.66
Item 36A, Metal Reinforcement Adjustment	145.50 lbs.	0.15	+ 21.83
Minor items, unitemized algebraic total			- 9.42
Subtotal			$ - 1,517.64
Approved work orders (Price, extra work and state force orders)			$ 15,611.89

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
P.A. # 2, Class "B" Asph. Conc.	- 826.50
E.W.O. # 2, Scaling Rock Slopes	- 265.74
E.W.O. # 4, Slide Correction	- 697.16
Minor items, unitemized algebraic total	- 114.70
Subtotal	$ - 1,904.10
Authorization for engineering	$ 9,754.62
Expected over-run or under-run of engineering authorization Overrun	$ 6,577.77
Costs not included above (explain) Transfer of Materials from State Stockpile	$ 420.00
Allowance for future contingencies (_____% of work remaining)	$ 0.00
Credits to come from transfers and deductions	$ 0.00
Present estimate of project cost	$ 144,375.29

Brief Statement of principal causes of over-run:

Additional Scaling of rock slopes
Correction of unanticipated slide
Overrun in engineering cost resulting from the extension of completion date into the 1964 season.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 137,174.34	
Present estimate of project cost	$ 144,375.29	
Expected over-run (Amount)	$ 7,200.95	
Expected over-run (per cent)	5.25 %	

Submitted by: J. E. Chaney
Resident Engineer

Confirmed by: [signature]
Division Engineer

Noted by: [signature]
Engineer of Construction or Bridge Engineer

Noted by: Lloyd P. Stone
Deputy or Assistant State Highway Engineer

State Printing 86719

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February 11, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed July 22, 1964 on Contract No. 6253. The contract was with Hamilton Construction Company and was for grading, oiling, roadside improvement and structure on the Pacific Highway U'xing of Eggo Road, Coburg Quarry Slide Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 11, 1965, and that you concur in this procedure at the Commission meeting on March 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

LJS:bjs

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FEB 4 - 1965
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February 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on November 27, 1964, on Contract No. 6253, Pacific Highway O'xing of Eggs Road, Coburg Quarry Slide Section, in Lane County, in connection with Federal-Aid Project No. I-5-4(53)193.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

C:T:mb
cc: F. D. Morgan

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 9174		WEEK ENDING: October 10, 1964
SECTION: Coburg Quarry Slide		SECTION PREFIX: 620-1095
HIGHWAY: Pacific		COUNTY: Lane
NAME OF JOB: Pacific Highway Widening of Eyre Road	KIND OF WORK: Grading, Oiling, Structures & Roadside Improvement	
CONTRACTOR: Hamilton & Thorns, Inc.	CONTRACT NUMBER: 6253	FEDERAL AID PROJECT NUMBER: I-5-4(53)198
DATE OF CONTRACT: April 25, 1963	DATE WORK STARTED: April 29, 1963	ESTIMATED COMPLETION DATE: July 22, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 126
PROJECT AUTHORIZATION: $137,174.34	ENGINEERING AUTHORIZATION: $ 9,754.62	PERCENT OF TIME ELAPSED: 114.5
EXCLUSIVE OF ENGINEERING: $127,419.72	ENGINEERING COST TO DATE: $ 15,056.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $125,337.00	PERCENT OF AUTHORIZATION: 154.3 %	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.6 %	DATE PROJECT WAS COMPLETED: July 22, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Roside Impr.
100 %	100 %	100 %	100 %	100 %	100 %		100 %

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28		0.28	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28	0.28		0.28	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,200 CY	1,395 CY	170 CY	16 Ton	
TOTAL QUANTITIES CORRECTED TO DATE	23,989 CY	1,699 CY	170 CY	16 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,989 CY	1,699 CY	170 CY	16 Ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Rain		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY			

NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed all work on project on July 22, 1964

Semi-Final Estimate submitted to the Division Office on October 8, 1964.

R. W. Rumbolz
FOR: James E. Chaney

SIGNED James E. Chaney, Res. Eng'r.

ADDRESS 1410 Orchard St., Eugene, Oregon 97403

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

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SEP 8 - 1964
FOR FILING

September 6, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 1
October 9, 1964 Meeting

Gentlemen:

We have a request for an extension of time from Hamilton & Thomas on the Coburg Quarry Slide (Egge Road) structure and grading project on the Pacific Highway in Lane County (Contract No. 6253).

The contractor requests 16 workdays for the following reasons:

1. Subexcavation of unsuitable foundation material and backfill with granular material. The work required 3 workdays utilising all the contractor's equipment.

2. Scaling of the rock cliff along the east side of the highway was required by the State Industrial Accident Commission before it would allow drillers to work on the bench which was to be removed under this contract. This work was not anticipated at the time bids were opened on the project and required a total of 2 workdays; the State Industrial Accident Commission would allow no other work in the area while the scaling was done.

3. A fill slide which encroached onto the railroad had to be subexcavated and the fill reconstructed. This had to be completed before the oiling could be done on the project. This required 11 workdays.

Our records confirm the time required on each of the operations and we recommend an extension of 16 workdays. The original workday allowance was 110 days.

The project was completed on July 24 with 126 workdays charged, so the 16-day extension will eliminate liquidated damages on the project. This is an interstate project and the request has been approved by the Bureau of Public Roads.

Your approval of the 16-day extension is recommended. This matter will be presented to you at the October 9 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp bbc

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NOV 4 - 1964
FOR FILING

6253

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#1

Oregon State Highway Commission
Salem, Oregon

Date July 16, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 110 days to 126 days, within which to complete our Contract No. 6253, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Shhedule attached

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 7, 1964 for 16 days
Hayd Ouzy
Secretary

Respectfully submitted,

Hamilton & Thoms, Inc.
Contractor

By Harry S. Hamilton

CONSENT OF SURETY

Date July 31, 1964

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S Grace

S. Grace, Attorney-in-fact
countersigned by
JANSEN & ROWLAND, INC. of Oregon
600-11 Henry Building
Resident Agent

By Ethel Ould
Resident Agents for

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6253 Contractor Hanilton & Thoms, Inc.

Highway Pacific

Section Pacific Highway U'xing of Egge Road
Coburg Quarry Slide

Kind of Work Grading, Oiling, Roadside Improvement, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXX~~ GRANTED. The reasons for such recommendation are as follows:

As requested by the contractor.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

(ASSISTANT) State Highway Engineer

Contract No.	6253
Project designation	Federal I-5-4(53)198 (State-Federal)
Date awarded	April 25, 1963
Work started	April 29, 1963
Per cent completed	100%, July 22, 1964 (Date)
No. of Workdays Allowed	110
No. of Workdays Used	126
No. of Added Workdays Requested	16

Schedule to accompany Form E-320, Contractor's Request for Increase in Number of Workdays to Complete Construction Contract.

Pacific Highway Undercrossing of Egge Road, Coburg Quarry Slide, Oregon State Highway Department Contract No. 6253.

Additional workdays are requested to cover the following instances in which the Contractor or his Subcontractor were doing extra work that did not contribute to the completion of work under the contract but for which workdays were charged.

1. L.P. Stubblefield and Willamette Quarries, Inc., subcontractor, were requested to construct a "French Drain" between stations 37 plus 50 and 40 plus 00, including excavation, backfilling and grading. This work was spread over a number of days between June 18, 1963 and July 24, 1963 but the total time consumed was the equivalent of approximately three days. Three days additional work days are requested for this operation.

2. L.P. Subblefield and Willamette Quarries, Inc., subcontractor were requested to do extra work at the fallout area between stations 325 and 334 plus 50, scaling unsafe rocks and removing scaled rocks. This extra scaling which was in addition to that which was anticipated delayed the drilling in the rock below this area which in turn delayed the grading. This work was spread over several days between June 12, 1963 and July 23, 1963 but the total time consumed was the equivalent of approximately two days. Two days additional work days are requested for this operation.

3. The contractor was requested to correct a slide condition on an extra work basis. The work consisted primarily of loading material from the fallout area into trucks for dispersal elsewhere. Some was taken to a sunken grade area on the project. Some was dumped into counter balance area, stations 35 to 38. The balance was wasted along the north bank of the McKenzie River. 380' of 8" CMP and 60' of 8" perforated pipe were laid and back filled. This work consumed a total of eleven days as follows:

6-12-64	Laying 200' of 8" CMP and backfilling	1 day
6-15-64	Laying 180' of 8" CMP and backfilling	1 day
6-16-64	Loading out of fallout area	1 day
6-17-64	Loading out of fallout area	1 day
6-18-64	Loading out of fallout area and laying 60' of 8" perf. pipe and backfilling	1 day
6-19-64	Loading out of fallout area	1 day
6-22-64	Loading out of fallout area	1 day
6-23-64	Loading out of fallout area	1 day
6-24-64	Loading out of fallout area	1 day
6-25-64	Loading out of fallout area	1 day
6-26-64	Loading out of fallout area	1 day

Total additional work days requested for this operation: 11 days.

For the extra work as explained above the contractor requests a total of 16 work days to be added to the work day allowance for this contract.

L. P. STUBBLEFIELD

ROCK CRUSHING CONTRACTOR

BOX 341

EUGENE, OREGON

October 8, 1963

Hamilton & Thorns, Inc.
P. O. Box 736
Eugene, Oregon

Re: Pac Hwy Widning of Edge Road
Extension of Subcontract time.

Gentlemen:

Request extension of three (3) days to length of contract for time consumed doing extra work on "French Drain" between stations 37 plus 50 and 40 plus 00, including excavation, backfilling, and grading.

The following days were affected:

June	18	4 hrs
"	19	8 hrs
"	25	4 hrs
July	10	8 hrs
"	24	4 hrs

Yours very truly,

L P STUBBLEFIELD
& WILLAMETTE QUARRIES, INC.

George F. Hopkins,
Secretary-Treasurer

L. P. STUBBLEFIELD

ROCK CRUSHING CONTRACTOR

BOX 341

EUGENE, OREGON

October 8, 1963

Hamilton & Thoms, Inc.
P. O. Box 736
Eugene, Oregon

re: Pac Hwy U'xing of Agge Road.
Extension of Subcontract time.

Gentlemen:

Request extension of three (3) days to length of contract for time consumed doing extra work at fallout area between stations 335 and 354 plus 50. Scaling unsafe rocks and the shovel removing scaled rocks.

The following days were affected:

July 23	3 hrs
June 12	4½ hrs
June 13	7 hrs
Sept 12	1½ hrs

Yours very truly,

L. P. STUBBLEFIELD
& WILLAMETTE QUARRIES, INC.

George F. Hopkins,
Secretary-Treasurer

August 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

We have received a request from Hamilton & Thoms, contractor on the Coburg Quarry Slide (Eggo Road) Section of the Pacific Highway, Project I-5-4(53)198, for a 16-day extension of time. The reasons cited by the contractor to justify the requested extension are:

1. Subexcavation of unsuitable foundation material and backfill with granular material. This was erroneously called a "French drain" by the contractor and the work required three workdays utilizing all the contractor's equipment.

2. Scaling of the rock cliff along the east side of the highway was required by the State Industrial Accident Commission before it would allow drillers to work on the bench which was to be removed under this contract. This work was not anticipated at the time bids were opened on the project and required a total of two workdays; the State Industrial Accident Commission would allow no other work in the area while the scaling was done.

3. A fill slide which encroached onto the railroad had to be subexcavated and the fill reconstructed. This had to be completed before the oiling could be done on the project. This required 11 workdays.

Our records confirm the time required for each of the operations and we recommend an extension of 16 workdays. The original workday allowance was 110 days. The project was completed on July 24 with 126 workdays charged, so the 16-day extension will eliminate liquidated damages on the project.

Your concurrence in the 16-day extension is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison

CHB:fp srb

FORM E-30 SOM 12-62 54076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 21, 1964

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Coburg Quarry Slide (Egge Road) Section
Pacific Highway
Contract No. 6253

Attached is a request from Hamilton & Thoms, contractor on this project, for a 16-day extension of time. The reasons given by the contractor to justify the requested increase are:

1. Subexcavation of unsuitable foundation material and backfill with granular material. This was erroneously called a "French drain" by the contractor and the work required 3 workdays utilizing all the contractor's equipment.

2. Scaling of the rock cliff along the east side of the highway was required by the State Industrial Accident Commission before they would allow drillers to work on the bench which was to be removed under this contract. This work was not anticipated at the time bids were opened on the project, and required a total of 2 workdays; the State Industrial Accident Commission would allow no other work in the area while the scaling was done.

3. A fill slide which encroached onto the railroad had to be sub-excavated and the fill reconstructed. This had to be completed before the oiling could be done on the project. This required 11 workdays.

Our records confirm the time required for each of the operations and we recommend an extension of 16 workdays. The original workday allowance was 110 days. The project was completed on July 24 with 126 workdays charged, so the 16-day extension will eliminate liquidated damages on the project.

Rough drafts to the Bureau of Public Roads and Commission are attached.

CHB:fp
Attach.
cc L. H. Young

F. D. Morgan
Construction Engineer

RECEIVED
OCT 31 1964
OFFICE OF
ENGINEER

RECEIVED
JUL 20 1964
FOR FILING

STATE COPY

Form No. 734

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Pacific Hwy. U'xing of Egge Road (Cburg Quarry Slide Section) Date June 2[illegible], 1964

Highway Pacific Contract No. [illegible]3

County Lane Prefix [illegible]2-1[illegible]

Contractor Hamilton & Thoms, Inc. F. A. Project No. I-5-4([illegible])19[illegible]

Address P. O. Box 726, Eugene, Oregon Order No. 4-Supplemen[illegible]2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide correction: Furnish equipment, materials and labor necessary to remove and waste slide material, construct rock inlay from materials available within project limits, and furnish hand labor and small tools to correct storm damage.

Maximum equipment rental rates shall not exceed those rates as agreed upon between State and A.G.C.

All force account work to be performed in accordance with the Contract "Special Provisions".

Location by station numbers:

Throughout Project, particularly between Stations 34+25 and 33+50.

Estimate of quantities and cost:

Previously approved	$ 4,25[illegible]
Additional requested:	
Labor	65[illegible]
Equipment Rental	[illegible]
Total	$ 5,740.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work necessary to correct slide condition, embankment settlement, and to protect the Pacific Freeway from being undermined by future slides.

Work covered by this order was started April 13, 1964.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$137,174.34
Present estimate of project cost, including $ 1,483.00 for work under this order	$144,429.60
Expected under-run / over-run amount	$ 7,255.26
Expected under-run / over-run per cent	5.29%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James E. Chaney
Resident Engineer

Approval Recommended: /s/ [illegible]
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Office

State Printing original To Young 7-14-64

RECEIVED
JUN 1964
FILE

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 3, 1964

Southern Pacific Company
65 Market Street
San Francisco, California

ATTENTION: Mr. H. M. Williamson

Re: Letter of Agreement
Coburg Quarry Slide
Pacific Highway
Lane County
Project: I-5-4(53)198
Contract: 6253
YOUR FILE: 911/323
O-PD-64-11

Gentlemen:

Attached you will find the duplicate copy of your letter of May 7, 1964, revised as requested by our letter of May 20, 1964, and resubmitted with your letter of May 29, 1964, which has been signed on this date by Mr. L. P. Shaw, Assistant State Highway Engineer.

We have advised our Division office in Roseburg and our field office in Eugene to proceed with the work immediately.

By copy of this letter we are sending Xerox copies of this Agreement to your Portland office and to other interested parties within our organization.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjm
Attachments

cc: Southern Pacific Company (w/attachs.)
Portland, Oregon
ATTN: Mr. E. A. Kendrew

L. P. Shaw
L. R. Chandler
J. E. Chaney
P. R. Barnhart

RECEIVED
JUN 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 29, 1964

IN REPLY PLEASE REFER TO

911/323

0-PD-64-11

Mr. Forrest Cooper (3)
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan
Construction Engineer

Dear Sir:

Reference is made to your letter of May 20, file Project No. I-5-4(53)198 - Contract No. 6253, concerning proposed entry permit to the State for stabilizing a slide area adjacent to Southern Pacific property near Coburg in Lane County.

The three copies of our letter of May 7, granting said permission to the State, are returned herewith and you will find that the second page has been retyped to add the phrase "... unless completion within this period is prevented by causes beyond the control of the State" at the end of Item No. 5, all other provisions of the original letter remaining unchanged.

If you now find the permit to be in order, please arrange for its acceptance on the duplicate copy, which should be returned to us.

Yours very truly,

H M Williamson

NOTED
LLOYD P. SHAW

Enc.

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1964
NOTED-- CE ACE ACE COE

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 7, 1964

IN REPLY PLEASE REFER TO

911/323

0-PD-64-11

CONSTRUCTION DIVISION
MAY 11 1964

Mr. Forrest Cooper (3)
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan
Construction Engineer

Dear Sir:

Reference is made to Mr. F. D. Morgan's letter of April 23, 1964, addressed to Southern Pacific Company, Attention Mr. E. A. Kendrew, file reference Encroachment for Slide Correction, Coburg Quarry Slide, Pacific Highway - Lane County, Project No. I-5-4 (53)198, Contract No. 6253, and relating to use of Southern Pacific Company property in order to properly stabilize the sliding highway embankment.

In connection with the temporary use of Southern Pacific Company property by State to permit the necessary work of excavation and backfilling of excavation to effect the stabilization of sliding highway embankment, Southern Pacific Company hereby permits the State of Oregon, its employees, agents and contractors to enter upon the property of Railroad for said highway reconstruction purposes in the location delineated by red tint on attached print of Oregon State Highway Department unnumbered drawing entitled "Railroad Encroachment Sketch Map, Pacific Highway U'xing of Egge Road, Coburg Quarry Slide Section," subject, however, to the provisions hereafter set forth:

1. The work shall be undertaken and performed during period of least rainfall and the required excavation on Railroad's property shall be backfilled with stable materials to normal ground elevation as soon as possible.

2. Work equipment shall not be operated closer than 15 feet, measured horizontally, from center line of Railroad's branch main track.

Mr. Forrest Cooper
State Highway Engineer

3. State will reimburse Railroad for all cost and expenses incurred by Railroad in connection with said reconstruction work by State, including, but not limited to, the following listed items:

	Estimated Costs
a. Preliminary Engineering	$ 75.00 total
b. Engineer Inspector, including Personal Expenses, Mileage and Additives to Labor	$ 57.00 per day

All work to be done hereunder by Railroad shall be done only by its employees working under Railroad Labor Agreements and shall be done on a force account basis.

4. Work on and adjacent to Railroad's property shall be performed in a manner satisfactory to Railroad and, upon completion of the work, Railroad's property shall be left in a condition satisfactory to Railroad.

5. This Letter Agreement shall automatically expire upon completion and acceptance of the work, or upon the expiration of 40 days after the date of acceptance of this letter, whichever first occurs, unless completion within this period is prevented by causes beyond the control of the State.

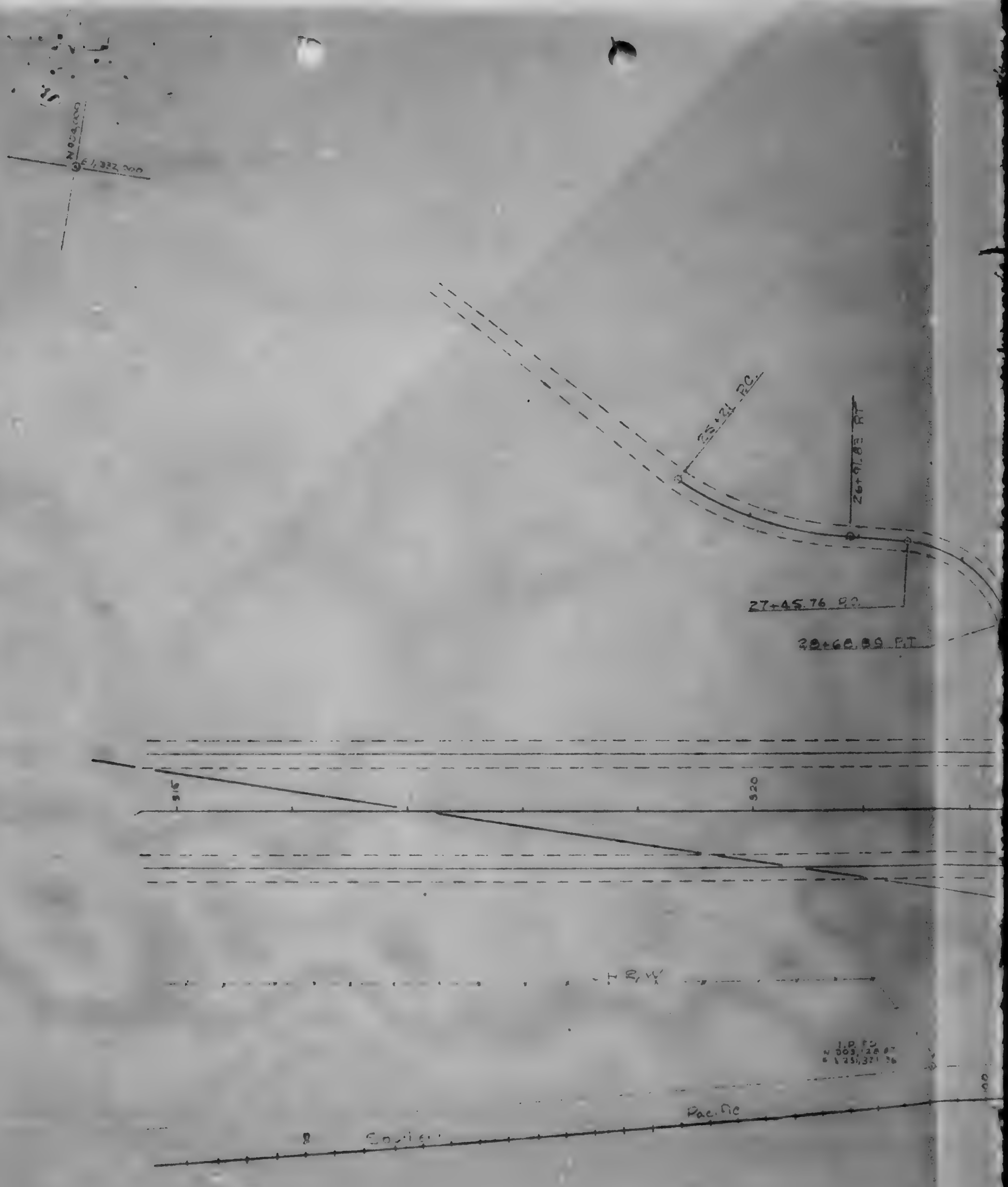
If the foregoing is satisfactory, please arrange for acceptance on behalf of the State of Oregon on the duplicate copy of this letter, thereafter returning same to this office.

Yours very truly,

H M Williamson
R

Enc.

ACCEPTED THIS 9th DAY OF
June 1964
ON BEHALF OF THE STATE OF OREGON
ACTING BY AND THROUGH ITS STATE
HIGHWAY DEPARTMENT
By Hugh L. Stone
Title Asst. State Hwy Engr.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26+91.82 PT
27+45.76 PC
28+68.89 PT
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I.P. #2
N 005,128 07
E 1 251,321 36
Pacific
Ocean

N 33° 00' E

T. 17 S R. 3 W

325

330

Pacific Freeway

31+36.23 P.C.

32+16.29 P.T.

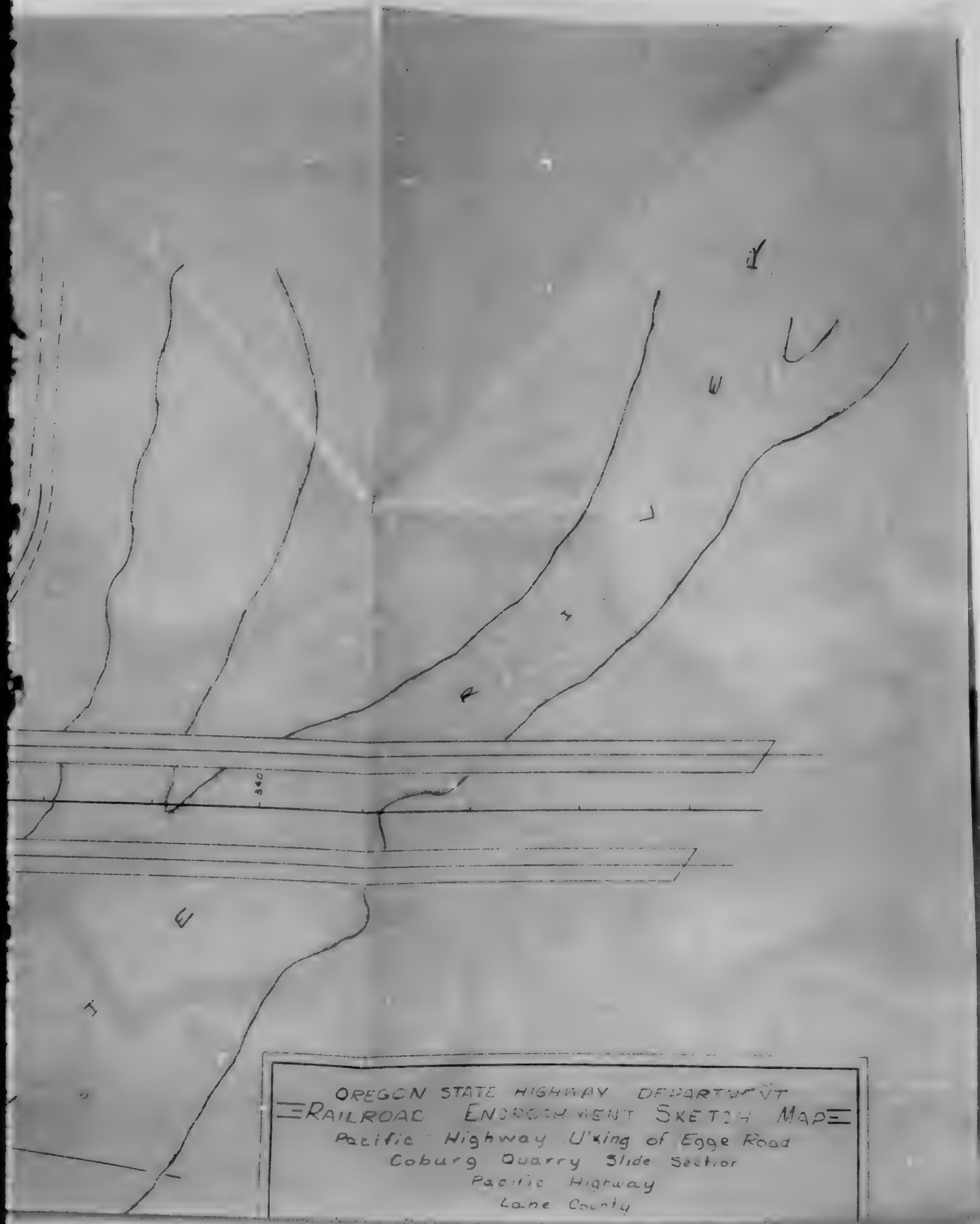
Slide Area

R.R. R/W

Corr. Pipe

108+45.61

40+54.00 P.C.
41+04.34 P.T.
12" Conc. Pipe, 24'
335



OREGON STATE HIGHWAY DEPARTMENT

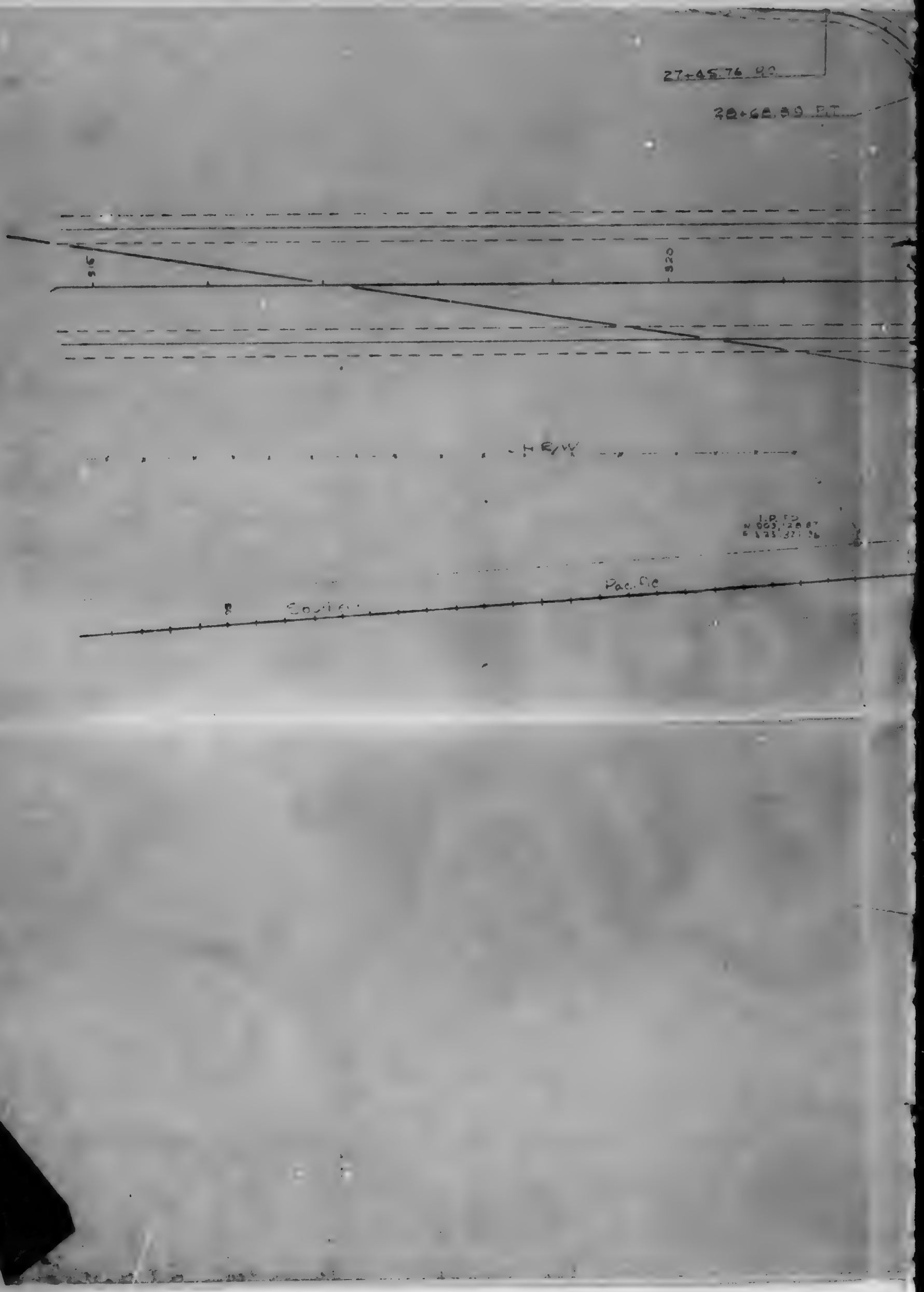
RAILROAD ENCROACHMENT SKETCH MAP

Pacific Highway U'king of Egge Road

Coburg Quarry Slide Section

Pacific Highway

Lane County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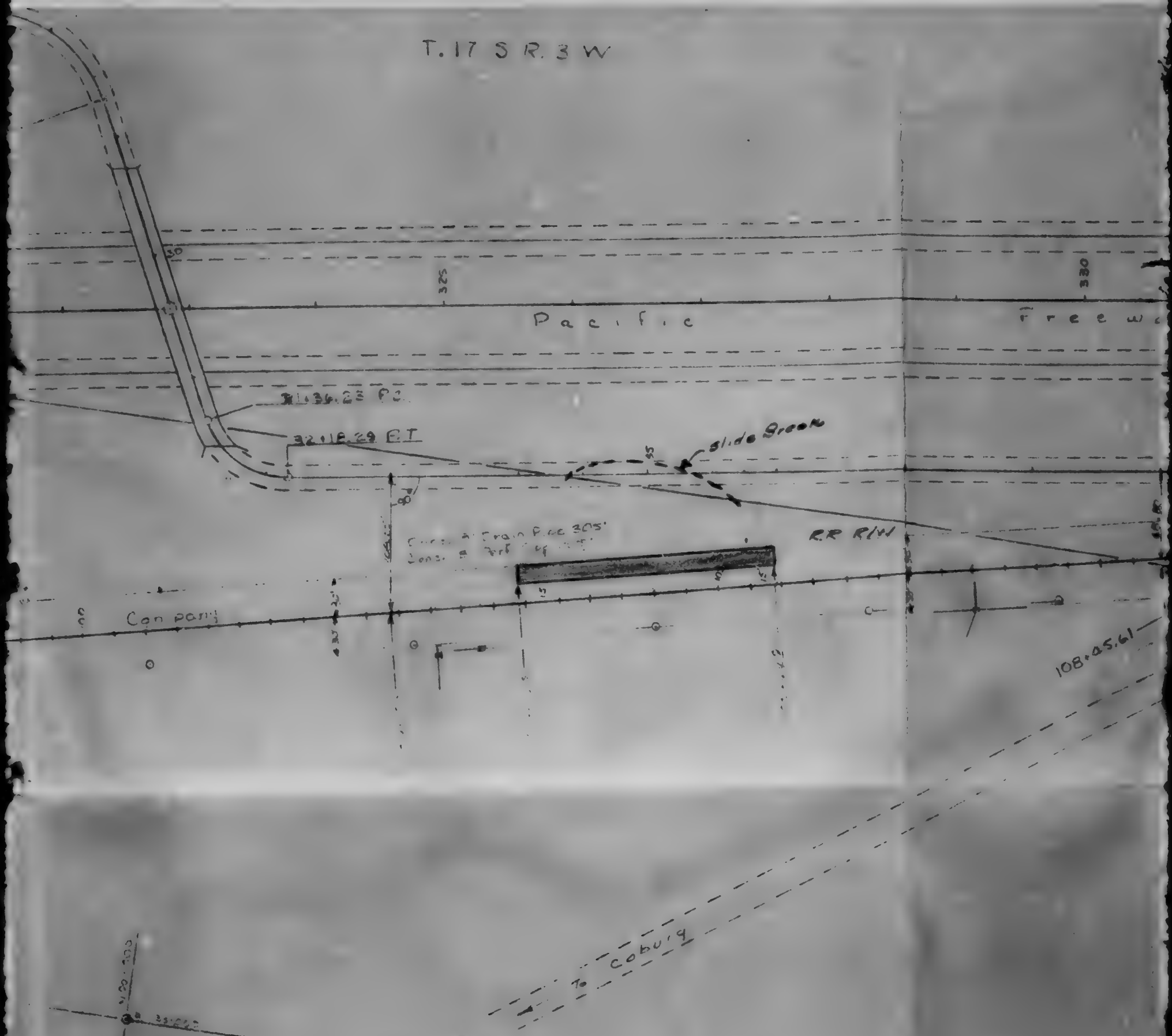
325
330
Pacific
Freeway
Slide Creek
R.R R/W
Con Pan
108+45.61
To Coburg

w a y

40+54.00 P.C

41+04.34 P.T.

12" Conc. Pipe. 24'

18 Wooster Co's

RE 108.0'±

RE 112.46'±

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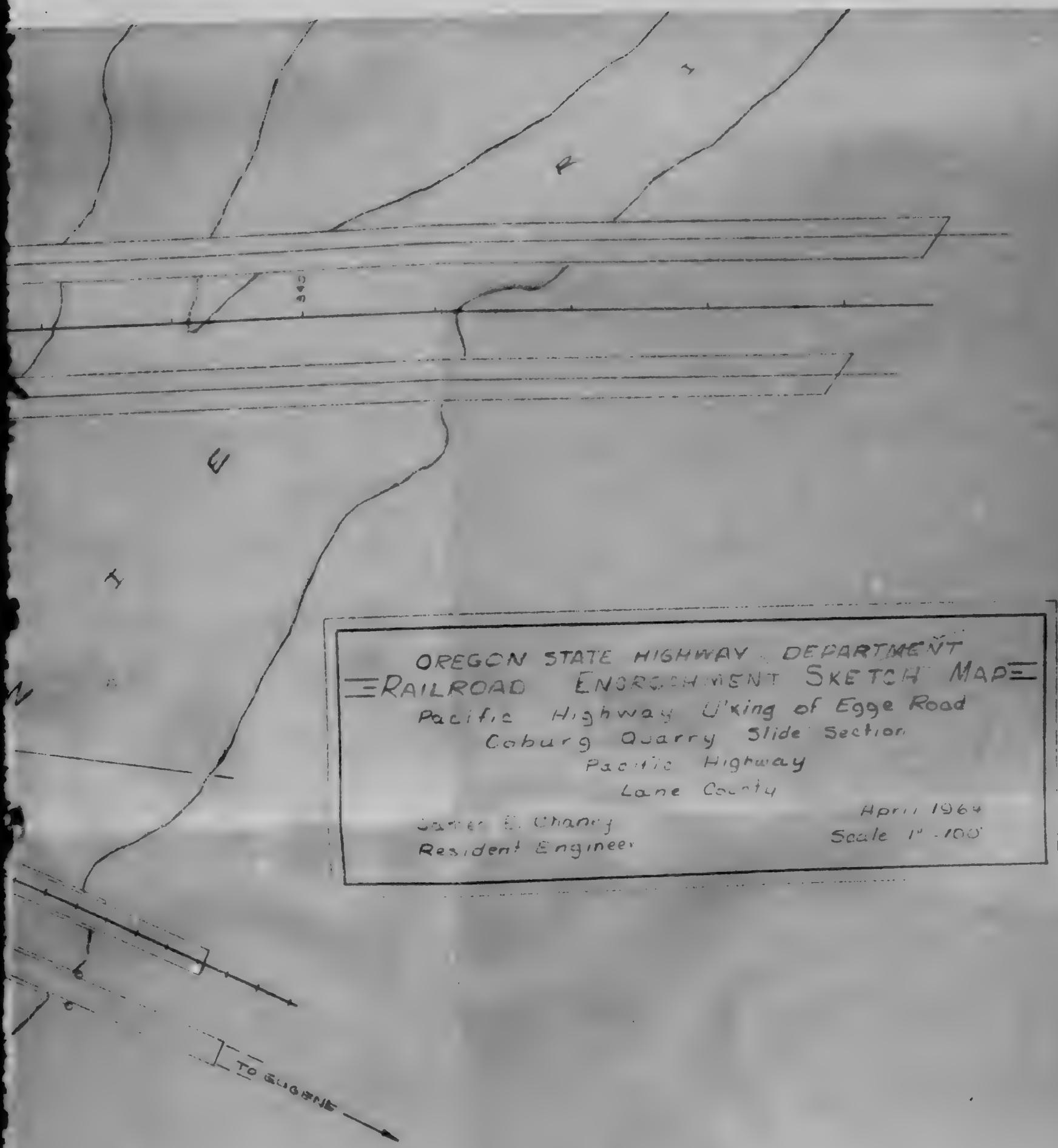


OREGON STATE HIGHWAY DEPARTMENT

RAILROAD ENCROACHMENT SKETCH MAP

Pacific Highway U'king of Egge Road

Coburg Quarry Slide Section

Pacific Highway

Lane County

April 1964

Scale 1" = 100'

James E. Chaney
Resident Engineer

RECEIVED
MAY 25 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 20, 1964

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. H. M. Williamson

Re: Encroachment for Slide Correction
Coburg Quarry Slide
Pacific Highway - Lane County
Project No. I-5-4(53)198 - Contract No. 6253
YOUR FILE: 911/323
O-PD-64-11

Gentlemen:

We have received your letter of May 7, 1964, and have reviewed the five conditions set forth therein by which we must abide while performing the necessary stabilization work in this area.

Paragraphs 1 through 4 are satisfactory and we will approve them as written. However, in light of the recent labor strike, we request the following clause be added to paragraph 5:

> ". . . unless completion within this period is prevented by causes beyond the control of the State."

Therefore, we are returning herewith the duplicate originals of your May 7 letter for this addition.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Co.
Portland, Oregon
ATTN: E. A. Kendrew
L. P. Shaw
L. R. Chandler
J. E. Chaney
P. R. Barnhart

RECEIVED
MAY 4 - 1964
FOR FILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

April 28, 1964

IN REPLY PLEASE REFER TO
323-3
O-PD-64-11

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Referring to your letter of April 23 relative to encroachment for slide correction, Coburg Quarry Slide, Pacific Highway - Lane County, Project No. I-5-4(53)198, Contract No. 6253.

It will be necessary to secure management approval for removal and replacement of slide material as shown on your cross-sections and prints which accompanied your letter of April 23. Contractor should furnish usual railroad protective insurance.

We will attempt to get letter authority to authorize this work in lieu of a State-Railroad Agreement.

Yours truly,

A W Kilborn

Copies to:
L. P. Shaw
F. D. Morgan
L. R. Chandler
J. E. Chaney
P. R. Barnhart
4-30-64
E

CONSTRUCTION DIVISION
RECEIVED
APR 30 1964
NOTED ☐ CE ☐ ACE ☐ ALE ☐ ☐ COE

NOTED
LLOYD P. SHAW

RECEIVED
MAY 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 12-63

RECEIVED
APR 27 1964
FOR FILING

COMMISSIONERS
GLENN A. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 23, 1964

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Encroachment for Slide Correction
Coburg Quarry Slide
Pacific Highway - Lane County
Project No. I-5-4(53)198
Contract No. 6253

Gentlemen:

It will be necessary to stabilize an embankment failure near Station 35 on the newly constructed Egge Road. A portion of this work will have to be done on your branch line railroad right of way in order to properly stabilize this slide.

Enclosed you will find four (4) prints of cross-sections showing the proposed work and four (4) prints of a sketch map showing, in red, the railroad right of way on which we need to work.

Since this work will be done by our contractor, would you designate the limits of insurance which will be necessary for him to carry.

We would recommend an exchange of letters authorizing us to do this work on railroad right of way in lieu of a State - Railroad Agreement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

PGP:bjm (for) T. W. Litchfield
encs. Utilities Liaison Engineer

cc: Southern Pacific Company
San Francisco, California

L. P. Shaw
L. R. Chandler
J. E. Chaney
P. R. Barnhart

APR 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Change Order No. [illegible]

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible] Eng. District Engineer

Project Name [illegible] Date [illegible], 19 64

Highway [illegible] Contract No. [illegible]

County [illegible] Profile [illegible]

Contractor [illegible] F.A. Proj. No. [illegible]

Address [illegible] Order No. [illegible]

The following work [illegible] be performed as extra work in accordance with the terms of contract.

Description of work to be done:

[illegible] rock [illegible] from [illegible] which [illegible] furnish and place [illegible] shall [illegible] to correct [illegible].

Location by station numbers:

Throughout project, particularly [illegible] stations 24+25 and 33+10.

Estimate of quantities involved:

Previously approved - $ 736.00

Additional requested:

Labor - 948.50

Equipment Rental - 1,824.00

Materials - 728.32

Total - $ 4,257.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work necessary to correct slide condition, embankment settlement and to protect the Pacific Highway from being undermined by future slides. Work covered by this order has not been started. Anticipated starting date is April 20, 1964.

Max. equip. rental rates as per State-AGC agreement. All labor to perform work to be performed in accordance with the contract "Special Provisions".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will return two copies to the contractor, one to the district engineer and one to the resident engineer.

Project authorization	$ 137,174.34
Present estimate of project cost, including $ 3521.00 for work under this order	$ 142,222.24
Expected over-run amount	$ 1,647.92
Expected over-run per cent	4.1

NOTED
LLOYD P. SHAW

Submitted by: /s/ James E. Chaney
Resident Engineer

Approval Recommended: /s/ G. I. [illegible]
Asst. Construction Engr.

Approval Recommended: /s/ L. W. Rubin
Division Engineer

Approved: /s/ L. L. [illegible]
Assistant State Highway Engineer or Office Engineer

State Printing

RECEIVED
AUG 16 1963
FOR FILING

6253

MCE CON RSB 232 8-15-63 3 50

EVAN
PHILLIPS

NOTED
LLOYD P. SHAW

INTERSTATE NO. 5:

COBURG QUARRY SLIDE SECTIO N -
BRIEF DELAYS OF BOTH NORTH AND SOUTH BOUND TRAFFIC TO PERMIT ERECTION OF PRE-STRESS BEAMS (8) SCHEDULED FOR TUESDAY AM 8-20-63.

BRUCE TAYLOR
LF

RECEIVED
JUL 22 1963
FOR FILING

July 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental, covering the scaling of a rock cliff on the Pacific Highway U'xing of Eggo Road, Coburg Quarry Slide Section of the Pacific Highway in Lane County, Contract No. 6253 in connection with Federal-Aid Project No. I-5-4(53)198.

This supplement is being submitted to cover an over-run of the original estimate. The over-run is caused by the slumping of a large strata of rock separated from the main face by a water bearing clay. Also a high level bench is filled to capacity with loose rock, which must be removed to eliminate a traffic hazard.

This supplement has been verbally recommended for approval by the BPR Area Engineer. Your approval as part of the original order is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pal

RECEIVED
JUL 1963

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

I 5-4(53):198
6253

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 9, 1963

FROM :T. Dec, Assistant Division Engineer
08-35.0 Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-5-4(53)198
Coburg Quarry Slide Section

The installation of a locked gate in the fence line left of Station 335+50 on the subject project for the exclusive use of your maintenance forces as requested by Mr. Decker's July 3, 1963 letter is hereby approved.

We understand that the use of the locked gate will enable your maintenance forces to gain access to the fallout area to clean up fallen rock. This would keep the maintenance crews off the Interstate highway during the cleaning operations.

RECEIVED
JUL 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Edwards 7-9-63 Cmc Morgan 7-12-63

RECEIVED
MAY 13 1963
FOR FILING

I - 44 : 17

May 13,1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Pacific Highway U'xing of Agge Road, Coburg Quarry Slide Section of the Pacific Highway in Lane County, Contract No. 6253 in connection with Federal-Aid Project No. I-5-4(53)198.

This is an anticipated item in the contract and $100.00 is included in the Project Authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
MAY 8 - 1963
FOR FILING

May 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering scaling rock from cut slopes on the Pacific Highway Undercrossing of Eggo Road Section of the Pacific Highway in Lane County, Contract No. 6253 in connection with Federal-Aid Project No. I-5-4(53)198.

It is necessary to remove loose rock to stabilize the cut slopes. This is an anticipated item of the contract.

This work was verbally recommended for approval by the B.P.R. Area Engineer May 3, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L.H. Young
Office Engineer

DBP:er

Enc.

RECEIVED
MAY 7 - 1963
FOR FILING

I-5-4(53)198

477 Cottage Street N. E.
Salem, Oregon

April 25, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-4(53)198
Coburg Quarry Slide Section
Structure, Grading, Oiling, and Roadside Improvement

As requested in Mr. Rauh's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6253 to Hamilton & Thomas, Inc. of Eugene, Oregon, low bidder in the amount of $115,432.75 at the April 23, 1963 bid opening.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
5-7-63

RECEIVED
APR 26 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

Hamilton & Thomas, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 23, 1963, awarded to you State Highway Contract No. 6253 for the following project:

Grading, oiling, roadside improvement and structure on Pacific Highway Undercrossing of Ayer Road, Coburg Quarry Slide Section of Pacific Highway in Lane County

This award was based on your low bid of $115,432.75 which was submitted to the Commission on April 23, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. M. Young
R. G. Savage
I. D. Merchant
Mark Astrup

RECEIVED
APR 25 1963
FOR FILING

I-5-4 (S1)
Lea 3

April 22, [illegible]

Right of Way Status
Collins Quarry Slide Section
Public Highways

[illegible] Parsons, Division [illegible]
[illegible] Board of Public Works
[illegible] Capitol Street [illegible]
[illegible], Oregon

Dear Sir:

This will [illegible] report of March 26 [illegible] subject project. Please be advised that a suit in [illegible] action has been filed on the property required for [illegible] project.

Our contractor will be able to have immediate [illegible] occupancy.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Wilbur F. Wright
Right of Way Engineer

WFW:
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
Jud Dec
A. F. Doster

NOTED
LLOYD P. SHAW

RECEIVED
APR 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1963
FOR FILING

I 5-4(3)198
6253

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 29, 1963

08-35.2-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-4(3)198
Coburg Quarry Slide Section
Structure, grading, paving & roadside improvements

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance was not required and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter except for one parcel on which negotiations are in progress or condemnation suit will be filed with the expectation that this parcel will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

For the prestressing reinforcement on the Egge Road Bridge, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

RECEIVED
APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young - with attach.
cc Gifford
4-3-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 2 - 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-4(53)197

6253

Lloyd Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 26, 1963

Coburg Quarry Slide Section
Pacific Highway
April 23 Bid Opening

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

COPY

Dear Sir:

One file is yet outstanding on this project, No. 35094 Bank of California - $245.

On March 21, I conferred with the Eugene Sand and Gravel Company, owner of the property of which this file is a portion. We are in complete agreement and an option is going forward to the Bank of California for execution. We expect that option to reach us prior to date of bid opening and have been assured of a Permit of Entry should the option not be processed by this time.

A condemnation has been processed to the point where a suit could be filed within twenty-four hours in the event any failure of the foregoing verbal agreements.

The land in question is unimproved and we can take over use and occupancy upon filing of a law suit or receipt of an option.

All rights of way required for construction of this project will be available for immediate use and occupancy of the contractor on the date of bid opening.

Acquisition of this file has resulted in no displacement of persons.

Very truly yours,

L. I. LINDAS
Chief Counsel

By Walter T. Wright

Walter T. Wright
Right of Way Engineer

WTW:sm

FILED
LLOYD P. SHAW

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1962
FOR FILE

I-5-4 (5) 174

6253

477 Cottage Street S.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 8, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

Coburg Quarry Slide Section, Pacific Freeway

This is to acknowledge receipt of your prospectus of September 10, 1962 describing your anticipated design for subject project.

We concur in the proposal.

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
with attachment
11-13-62

RECEIVED
OCT 2 1962
FOR FILING
I-5-4(11)17
6453

6453

LOCATION PROSPECTUS
COBURG QUARRY SLIDE SECTION
PACIFIC HIGHWAY
LANE COUNTY

The following prospectus is submitted concerning the Egge property access road and the rock cut on the easterly side of the freeway immediately north of the McKenzie River Bridge. The northerly terminus is approximately 1,500 feet north of the north end of the McKenzie River Bridge and the southerly terminus is approximately the north end of the McKenzie River Bridge.

This will be a location survey to prepare plans, specifications and estimates for grading, surfacing and a structure. This job is necessitated by rocks falling from the rock cut on the easterly side of the freeway onto the existing Egge access road making it unsafe for use. The work will consist of relocating the Egge property access road and removing the existing access road to form a fallout ditch section to protect the freeway from falling rock.

This will be a two-lane roadway with a typical section consisting of two 8-foot travel lanes with 2-foot paved shoulders. Shoulders and slopes will receive standard State treatment. Deviations from State and Federal standards are not anticipated. The structure will be 20 feet curb to curb.

This will be a private access road with no access to the freeway.

The tentative base design is:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	2 "
Bottom Course Base	6 "
Total Depth	9-1/4"

(Base design subject to change upon completion of soils investigation.)

Materials are available from local sources.

Agreements with the County will not be necessary. Utility relocation agreements will not be necessary.

Porter - letter
NSHD
R. L. PORTER

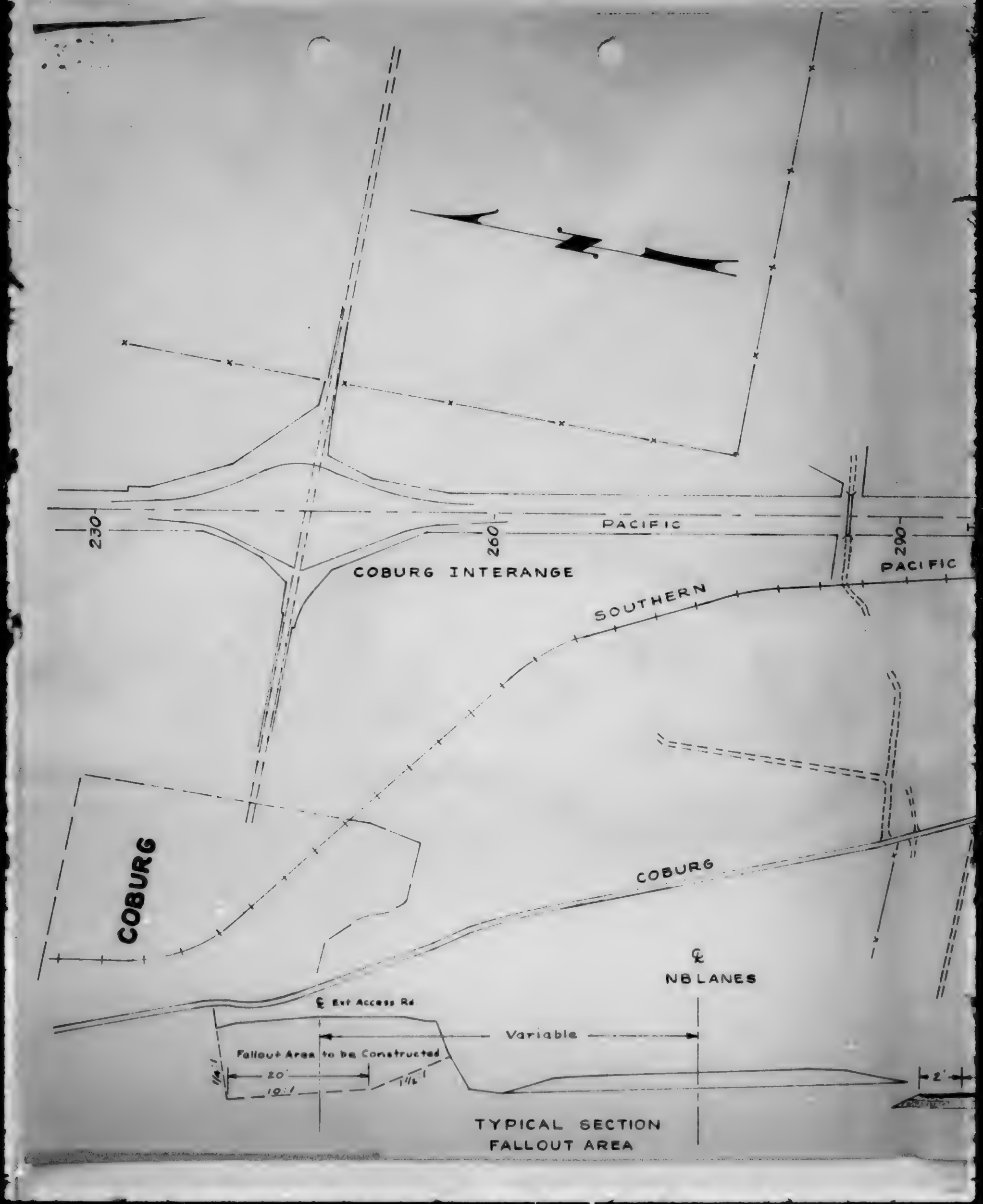
There are no State parks or roadside rest areas affected by this project.

September 4, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
SEP 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER


230
260
PACIFIC
COBURG INTERANGE
290
PACIFIC
SOUTHERN
COBURG
COBURG
℄
NB LANES
℄ Ext Access Rd
Variable
Fallout Area to be Constructed
20'
1½:1
10:1
2'
TYPICAL SECTION
FALLOUT AREA

EXISTING EGGE ACCESS

FALLOUT DITCH TO BE CONSTRUCTED IN THIS AREA

RIVER

HIGHWAY

CO.

FIC

320

PROPOSED RELOCATION EGGE PROPERTY ACCESS ROAD

ROAD

ARMITAGE PARK

McKENZIE

℄

2' 8' 8' 2'

TYPICAL ACCESS ROAD SECTION

PROSPECTUS MAP

COBURG QUARRY SLIDE
PACIFIC HIGHWAY

LANE COUNTY

Scale 1"=800' August, 1962

EXISTING EGGE ACCESS

FALLOUT DITCH TO BE CONSTRUCTED IN THIS AREA

RIVER

VAY

CO.

320

PROPOSED RELOCATION EGGE PROPERTY ACCESS ROAD

ROAD

ARMITAGE PARK

McKENZIE

℄

8' 8' 2'

TYPICAL ACCESS ROAD SECTION

PROSPECTUS MAP

COBURG QUARRY SLIDE
PACIFIC HIGHWAY

LANE COUNTY

Scale 1" = 800'

August, 1962

22-1018 Foster Sec., Santiam Hwy. at Foster (Struct., Grad. & Pav.) 1963

#6254

RECEIVED
AUG 27 1964
FOR FILING

August 26, 1964

Federal Insurance Co.
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

On July 2, 1964, we wrote to you concerning release of final payment on Contract No. 6254 awarded to Tom Lillebo Construction Co. for structure, grading and paving on the Foster Section of the Santiam Highway in Linn County.

Final payment on this contract is $32,927.38 and the total contract amount is $374,046.97, including $3,867.19 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

NOTED ON CARD

Ward Cook-Rodgers Insurance Co., Inc.
603 Panama Building
Portland 4, Oregon

C. H. Maison
Attn.: John Herr

fp

RECEIVED
JUL 2 1964
FOR FILING

July 1, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 22 on Contract No. 6254. The contract was with Tom Lillebo Construction Company and was for work on the Foster Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 1, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1330A		WEEK ENDING: June 26, 1964
SECTION: Foster		SECTION PREFIX: 22-1018
HIGHWAY: Santiam		COUNTY: Linn
NAME OF JOB: Wiley Creek Bridge	KIND OF WORK: 250' RCBG, Grading and Paving	
CONTRACTOR: Tom Lillebo Construction Co.	CONTRACT NUMBER: 6254	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: April 25, 1963	DATE WORK STARTED: May 1, 1963	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 120	WORK DAYS USED: 118
PROJECT AUTHORIZATION: $ 408,549.94	ENGINEERING AUTHORIZATION $ 29,052.44	PERCENT OF TIME ELAPSED: 98%
EXCLUSIVE OF ENGINEERING: $ 379,497.50	ENGINEERING COST TO DATE $ 33,200.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 360,156.00	PERCENT OF AUTHORIZATION 114 %	
ESTIMATED PERCENT: OVERRUN 4 %	DATE PROJECT WAS COMPLETED: June 22, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.74	0.74			0.74
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.74	0.74			0.74
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,000	29,120			6,000
TOTAL QUANTITIES CORRECTED TO DATE	26,000	33,250			6,500
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	26,000	33,250			6,522
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair	0	Completion date
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUN 30 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Grading contractor performed minor patching necessary to complete all work on this contract. This is completion date.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All work complete. Monday, June 22nd is completion date.

SIGNED Jack Davis, RME

ADDRESS 645 N. 2nd St., Corvallis, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 2 - 1963
FOR FILING

Salem, Oregon
October 16, 1963

Agenda Item 1e-9

Mr. L. I. Lindas
Chief Counsel
Office

File No. 34836 - Long
Foster Section
Santiam Highway
Linn County

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the Lester Long property on the Foster Section of the Santiam Highway in Linn County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rr
Attach: 2

RECEIVED
AUG 13 1963

FOR FILING

6254

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1963

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

SUBJECT: Request for Change of Access Width
Foster Section
Santiam Highway

Attached is request from Lester and Myrl Long for a change in the width of an access on the subject section. The property involved is and has been a trailer court, and the width of access originally granted will not allow trailer movement without encroaching on the adjacent traffic lanes.

This access will be constructed by our contractor under No. 6254, which is presently underway. No change in the type or frequency of use is contemplated.

The proposed change was discussed with the Area Engineer of the Bureau of Public Roads who has no objection. The right of way was purchased and the project is being constructed with "State" funds.

It is the recommendation of this office, and approved by Mr. Shaw, that this access change be granted.

F. D. Morgan
Construction Engineer

DES:db
Attach.
cc: Lloyd P. Shaw
J. F. Hagemann

RECEIVED
AUG 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 - 1963
FOR FILING

FORM FHD-1000M 8-62 40900

6254

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1963

SUBJECT: Request for Change of Access Width
Foster Section
Santiam Highway
Linn County

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request for a change in the width of an access on the abovenamed section. The property involved is and has been a trailer court, and it was belatedly discovered that the width of access granted would not allow trailer movement without encroachment into the adjacent traffic lanes. The access will be constructed by our contractor under Contract No. 6254, which is under way at the present time. No change in type or frequency of use is contemplated.

Your approval of this requested change is recommended. The proposed change was discussed with Mr. Grafe, Area Engineer for the Bureau of Public Roads, who expressed no objection to the change. The right of way was purchased and the project is being constructed with "State" funds.

8-7-63
Asst. State Hwy. Engr.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Asistant Construction Engineer

CHB:bjh
Attachments

cc: W. T. Wright

original To Morgan
with file
cc Wright
8-8-63

RECEIVED
JUL 31 1963
FOR FILING
6254

July 30, 1963

Mrs. Doris Gundersen
790 Long Street
Sweet Home, Oregon 97386

Dear Mrs. Gundersen:

Reference is made to your July 29 inquiry concerning the Foster Section of the Santiam Highway at Wiley Creek.

The work is under contract to the Tom Lillebo Construction Company and, assuming that the weathermen will cooperate, it should be completed late this year. The project is three-fourth mile in length, with the easterly terminus at Ash Street in Foster. The westerly terminus is at an unnamed street or road northerly of the airport. The project is a four-lane divided highway which will contain four 12-foot traffic lanes, a 4-foot median area, and 10-foot shoulder or parking areas at each side.

The Wiley Creek bridge is a deck structure 250 feet 6 inches in length, with a deck width of 58 feet from curb to curb. A 5-foot sidewalk will be constructed on the northerly side.

The Highway Commission has not approved a biennium construction program; however, I am enclosing a copy of the last federal-aid program that the Highway Commission approved. This program contemplates the use of federal-aid monies that were recently apportioned to this state.

Thank you for your interest in highway matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.

cc Mr. Forrest Cooper; Mr. Victor D. Wolfe

RECEIVED
APR 26 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

22-1019

April 25, 1963

Tom Lillebo Construction Company
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6254 for the following project:

Structure, grading and paving on Foster Section, Santiam Highway in Linn County

This award was based on your low bid of $384,605.50 which was submitted to the Commission on April 25, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. M. Young
R. G. Savage
I. D. Marchant

RECEIVED
JAN 11 1963

FOR FILING

22-101

6254

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 16, 1963

SUBJECT: Access Points
Foster Section
Santiam Highway
Linn County

To: Mr. R. L. Porter
Deputy State Highway Engineer

O f f i c e

Attached is a Right of Way map upon which are shown the locations of the points of access which we plan to allow the various adjacent owners on the above project.

These points of access have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by Division Engineer Asburry.

File numbers, names of owners, stations of access, and widths are as follow:

File Number	Name	Engineer's Station	Side of Highway	Width
34874	Mays, I. A. and M.	1633+10	Southerly	25 Ft.
		1633+90	Southerly	25 Ft.
34875	Thellman, S.	1634+45	Southerly	25 Ft.
		1635+10	Southerly	35 Ft.
34876	Brorby, J. F. and C.	1636+63	Southerly	35 Ft.
		1638+05	Southerly	35 Ft.
34876 34877	Brorby, J. F. Presley, Omer	1638+80	Southerly (Joint Use)	35 Ft.
34831	Linn County Fire Patrol Assn.	1637+28	Northerly	35 Ft.

NOTED
R. L PORTER

File Number	Name	Engineer's Station	Side of Highway	Width
34830	Kroeker, C. H. and R.	1639+50	Southerly	30 Ft.
		1640+50	Southerly	30 Ft.
34832	Carter, R. L.	1642+58	Southerly	30 Ft.
		1643+66	Southerly	30 Ft.
34833	Harbaugh, R. and V.	1643+75	Northerly	35 Ft.
		1645+15	Northerly	35 Ft.
34835	Stock, J. E. and F. K.	1644+47	Southerly	35 Ft.
		1645+85	Southerly	35 Ft.
		1646+35	Southerly	25 Ft.
34834	Michaelis, R. and M.	1647+80	Northerly	35 Ft.
		1648+93	Northerly	35 Ft.
		1649+87	Northerly	25 Ft.
34836	Long, Lester	1648+23	Southerly	30 Ft.
		1650+06	Southerly	30 Ft.
34837	Ledbetter, F. W. and D.	1650+56	Southerly	35 Ft.
34838	Reinhart, E. W. and L.	1650+56	Southerly	35 Ft.
35066	Robertson, L. M. and M. A.	1650+45	Northerly	30 Ft.
		1651+58	Northerly	30 Ft.
		1652+40	Northerly	25 Ft.
34839	Dittrick, L. R.	1657+05	Northerly	25 Ft.
34840	Marchbanks, A. O. and J. M.	1659+70	Northerly	25 Ft.
34841	Wodtli, F.	(Joint Use)		
34841	Wodtli, F. Estate	1664+10	Southerly	30 Ft.
		1664+90	Southerly	30 Ft.
34842	Jewell, L. and S.	1665+00	Northerly	25 Ft.

File Number	Name	Engineer's Station	Side of Highway	Width
34843	Simpson Redwood Logging Co.	1665+00	Northerly	25 Ft.

It is recommended that this line be appraised and negotiated on the above basis with no use restriction imposed.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

DHM:jjm

cc L. I. Lindas

Approved:

R. L. Porter

RECEIVED
SEP 12 1962
FOR FILING

22-1018
2.54

Salem, Oregon
September 11, 1962

Advance Right of Way
Prefix

Walter T. Wright
Right of Way Department

OFFICE

The following right of way prefix is assigned in advance of Bureau of Public Roads authorization;

Prefix 22-2505 Foster Section of the Santiam Highway in Linn County as set out on map SB-26-15. The approximate limits are from Station 1637 to Station 1672.

The acceptance of options and filing of condemnation suits should not begin until Bureau approval is received.

L. H. Young
Office Engineer

JAH:amb

RECEIVED
MAY 16 1962
FOR FILING
22-1618
1034

May 15, 1962

Mr. William M. Wyse
Attorney at Law
1410 Yeon Building
Portland 4, Oregon

Dear Mr. Wyse:

Reference is made to your May 9 letter concerning the plans of the Highway Commission as they might affect the Linn County Fire Patrol Association's facilities near Foster.

The rumor that the Highway Commission is proceeding with its original plan for the acquisition of property adjacent to the Association's premises is without foundation. It has been definitely determined that the truck scales will be moved to an alternate location and that only enough property to accommodate the proposed highway improvement will have to be acquired. This will amount to approximately a ten-foot strip.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

HART, ROCKWOOD, DAVIES, BIGGS AND STRAYER
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING, PORTLAND 4, OREGON
CAPITOL 8-8545 CABLE ADDRESS: HARTPORT

CHARLES A. HART
OMAR C. SPENCER
FLETCHER ROCKWOOD
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
JAMES P. ROGERS
RICHARD DEVERS
FREDERICK H. TORP
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
DON H. MARMADUKE
ROBERT H. HUNTINGTON
DAVID G. HAYHURST

JOHN E. HUISMAN

GARRY R. BULLARD
DANIEL H. COLEMAN
THOMAS P. DEERING
EDWARD L. EPSTEIN
RICHARD A. FRANZKE
DONALD PAUL HODEL
CHARLES J. McMURCHIE
RONALD L. ORLOFF
MILO E. ORMSETH
MICHAEL PERTSCHUK
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY

May 9, 1962

Mr. Forrest Cooper,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Cooper:

You will recall that on January 12 we wrote to Mr. Floyd Query concerning problems related to the proposed widening of the Santiam Highway at the site of Linn County Fire Patrol Association's facilities between Sweet Home and Foster, Oregon. On February 5 you wrote to me advising that every effort would be expended to find an alternative location for the truck scales and that the department would attempt to acquire from the Association only the minimum amount of property necessary to provide a safe highway facility. You told me that should anything arise that might indicate a change we would be promptly notified.

Our client has heard a rumor that the Commission is proceeding with its original plans for acquisition of property adjacent to the Association's premises and with its original plan for the location of the scale without regard to the Association's objections. I have hesitated to write to you without more concrete information but on reflection felt that it is desirable from the standpoint of our client to ascertain whether or not there is basis for the rumor. I am sure that you understand that before a decision is made to acquire property and locate the scales as originally planned our client wishes an opportunity to meet with you and, if necessary, appear before the Commission for the purpose of presenting its viewpoints. The Association regards the matter as one of the utmost importance from the standpoint of its operations.

Foster

Yours very truly,

William W. Wyse

cc: Mr. Floyd Query

RECEIVED
FEB 5 1962
FOR FILING

32-1018
62541

February 5, 1962

Mr. William W. Wyse
Attorney at Law
1410 Yeon Building
Portland 4, Oregon

Dear Mr. Wyse:

Reference is made to your letter of January 12 addressed to Floyd Query, Secretary of the Highway Commission, and which related to problems that the proposed widening of the Santiam Highway at roster may create on the Linn County Fire Patrol Association's property.

Your request has been carefully considered and we can report that, while no definite solution to the problem has as yet been found, every effort will be expended to find a suitable alternate location for the truck scales. You are also assured that this Department will attempt to acquire from your client only the minimum amount of property necessary to provide a safe highway facility.

We realize that this information is not too definite but should anything arise that might indicate a change, you will be promptly notified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc Forrest Cooper
Floyd Query
F. D. Morgan

HART, ROCKWOOD, DAVIES, BIGGS AND STRAYER
(CAREY AND KERR)
LAW OFFICES
1410 YEON BUILDING, PORTLAND 4, OREGON
CAPITOL 8-8545 CABLE ADDRESS: HARTPORT

CHARLES A. HART
OMAR C. SPENCER
FLETCHER ROCKWOOD
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PAUL L. BOLEY
JAMES P. ROGERS
RICHARD DEVERS
FREDERICK H. TORP
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
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CHARLES J. McMURCHIE
RONALD L. ORLOFF
MILO E. ORMSETH
MICHAEL PERTSCHUK
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY

January 12, 1962

Mr. Floyd Query, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Our client Linn County Fire Patrol Association, Incorporated, has asked us to write to you in an attempt to avoid a problem which has arisen in connection with your plans for the widening of State Highway No. 20 to four lanes between Sweet Home and Foster, Oregon.

Our client is an organization approved by the State Board of Forestry and under contract with the State Board of Forestry pursuant to the provisions of Oregon Revised Statutes, § 477.070. As such it has undertaken the control and suppression of fires on timberlands in Linn County, Oregon. In this capacity it serves as the "fire department" protecting some 534,633 acres of timberland in the County, including lands of members of the Association, lands of private forest landowners contributing through the taxrolls, lands of the Bureau of Land Management, lands of the State Board of Forestry, lands of the State Land Board, lands of Linn County, lands in the Willamette National Forest and lands in State parks operated by your Commission.

The Association maintains its headquarters on the northerly side of State Highway No. 20, about one mile west of Foster. It has extensive facilities at this site, which it acquired at considerable cost. Its communication system centers around this point and at this site it maintains equipment ready to be dispatched within seconds after advice of fire on any land subject to its supervision. At this site the State of Oregon operates an FM radio station which is part of the state

NOTED
FLOYD QUERY

emergency communications network.

We are advised that your Commission is considering condemning a strip of the Association's property approximately 32 feet wide for the purpose of widening State Highway No. 20. Our client is very concerned about your plans in several respects.

The Association constructed its facilities in such a way that it would be possible to yield to your Commission when necessary a 16-foot strip adjacent to the highway for the purpose of widening the highway. The Association is advised that you wish a strip approximately twice this width and that the purpose of the additional footage is to enable the relocation of a truck weighing station now located in front of the Association's property. The Association feels that the presence of this station in front of its property does now, and if relocated, will continue to impede the operations of the Association and that it thus constitutes a hazard insofar as the more than half a million acres of forest land under its protection are concerned. A county road intersects the highway at the corner of the Association's property. Log trucks waiting to be weighed often block the intersection. Oftentimes two entrances to the Association's property are blocked by weighing station activities. As in the case of any fire department it is imperative that the Association equipment and personnel be in a position to leave the premises without any delay whatever if the Association is to have a maximum opportunity to limit damage by fires.

In addition, the presence of the log weighing station in front of the Association property and near the intersection with the county road has resulted in a very high accident frequency rate. The intersection is a school bus stop. Visibility around the weighing house and parked trucks is restricted and creates a hazard. Once the highway becomes four lane it will be necessary for both log trucks and fire equipment to cross two lanes of fast moving traffic in many cases. The present hazard will be worse, but could be ameliorated somewhat if the truck weighing station is moved.

The presence of the weighing station in front of the Association's property creates a problem resulting

from the fact that truckers parked along the highway throw their lunch papers, boxes, cans, garbage and bottles on Association property. Further, when the scale pit is pumped out the discharge of dirty water is sprayed on the Association lawn and roadway. Unlike the other factors this may not be vitally important from the standpoint of the public; yet it is a matter which should be given consideration when deciding where the scales should be located.

Pacific Power & Light maintains a 20,000-volt line on the north side of State Highway No. 20. The corona effect from this line is such that if this line should be moved more than 16 feet north of its present location it would interfere with State FM radio transmission and reception. This would require that the transmission and reception equipment, the tower and the extensive underground grid surrounding the tower be moved. Even if the power line could be left in its present location any disturbance of the contours of the ground for more than 16 feet inside the present property line would require that the tower and underground grid be moved.

On behalf of our client we respectfully request that consideration be given to the taking of no more than 16 feet of the Association's property adjacent to State Highway No. 20 and to the removal of the scaling station to some site which will eliminate the present hazard to life and property. Either we or representatives of the Association will be glad to discuss this problem with anyone whom you may designate at any time. Before a decision is made to take action contrary to that requested in this letter we would like an opportunity to appear before your Commission and be heard.

Yours very truly,

William A. Wyse

cc: Mr. Ray Trenholm
Mr. Robert P. Conklin

RECEIVED
JAN 1 . 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 17 1962
FOR FILING

22-1018
.6254

January 16, 1962

Hart, Rockwood, Davies, Biggs and Strayer
1410 Yeon Building
Portland 4,Oregon

Attention: Mr. William W. Wyse

Gentlemen:

In this morning's mail we received your letter of January 12 concerning the proposed taking of additional right of way in front of the Linn County Fire Patrol Association on the Santiam Highway, about one mile west of Foster. Your letter sets out very clearly the disadvantages which you feel will be suffered by the Patrol Association if the full amount of land is acquired and if the location of the scale house is not moved.

So that your request may have proper consideration, we are forwarding your letter to Mr. Forrest Cooper, State Highway Engineer.

Be assured that your request will be given prompt and full consideration.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Forrest Cooper

FQ:fp

I-5-6(43) Bridge over Columbia Slough, 1963
307 Minnesota Freeway Sec., Pacific Hwy.
#6255

RECEIVED
OCT 26 1964

6255

October 26, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 8, 1964, we wrote to you concerning release of final payment on contract #6255, awarded to Lord Brothers Contractors, Inc., for construction of the Columbia Slough Bridge on the Minnesota Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $53,368.77 and the total contract amount is $1,081,555.66, including $29,860.84 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Lord Brothers Contractors, Inc.,
P. O. Box 5697
Portland 17, Oregon

cc: C. H. Maison
Attn.: John Horr

RECEIVED
SEP 1 - 1964
FOR FILING

6255

September 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 31 on Contract No. 6255. The contract was with Lord Brothers Contractors Inc. and was for work on the Columbia Slough Bridge on the Pacific Highway (Minnesota Freeway) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 3, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbe

RECEIVED
JUN 19 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING 6 28

PROJECT REPORT NO.
6 B

FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon
COUNTY: Multnomah
PROJECT NO.: I-5-6(43)307

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 1.3 mi. S. of N. Portland Harbor

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-29-63	0.746
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,150,823.00	$ 1,058,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stuart
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons,
(Division Engineer)

By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-6(43)307

COLUMBIA SLOUGH BRIDGE (TYPE I-MP) ON THE

PACIFIC HIGHWAY AT PORTLAND, OREGON

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 14, 1963

Type Code X471
Columbia Slough Bridge (Br. No. 8083) (Sta. 146+12 to Sta. 154+51) (Contract 6255)

Structure				
Shoring, Cribbing, etc.	All required			$ 75,000.00
Structural Excavation	2,600 cu.yds.	$	3.00	7,800.00
Structural Excavation Below Elevation Shown	300 cu.yds.		12.00	3,600.00
Furnish Timber Piling	13,200 lin.ft.		0.60	7,920.00
Furnish Treated Timber Piling	37,180 lin.ft.		1.20	44,616.00
Furnish 10" BP 42# Steel Piling	9,405 lin.ft.		4.00	37,620.00
Drive Timber Piles	916 only		32.00	29,312.00
Drive Steel Piles	119 only		[illegible].00	7,140.00
Splice Steel Piles	30 only		30.00	900.00
Class "A" Concrete (5,830 cu.yds. $6[illegible].00)	All required			349,800.00
Seal Concrete	600 cu.yds.		26.00	15,600.00
65' to 70' Type IV Prestressed Beams	90 only		900.00	81,000.00
Metal Reinforcement (1,190,000 lbs.)	All required			128,000.00
Structural Steel (Carbon 216,000 lbs.) (Low Alloy 935,000 lbs.)	All required			232,000.00
Metal Parapet Railing	2,470 lin.ft.		4.00	9,880.00
1-1/4 inch Electrical Conduit	2,600 lin.ft.		1.00	2,600.00
8-inch Standard Steel Pipe	440 lin.ft.		10.00	4,400.00
Incidental Headwork				
Drainage Excavation	190 cu.yds.	$	3.00	$ 570.00
Sand and Gravel Blanket in Place	All required			5,000.00
Stone Drains	5 only		20.00	100.00
8-inch Corrugated Metal Pipe	930 lin.ft.		2.50	2,325.00
Concrete Inlets, Type "F"	2 only		90.00	180.00
				$1,045,903.00
Flagging (57½¢ of Contractor's Cost)	All required			$ 300.00
	Subtotal			$1,046,203.00
	10% Engr. & Cont.			104,620.00
	Total			$1,150,823.00

Length of Structure . . . . . 0.746 Mile

Federal Funds	$1,058,000.00
State Funds	92,823.00
	$1,150,823.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(43)307

COLUMBIA SLOUGH BRIDGE (PORTLAND)

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 22, 1963

Type Code X471
Columbia Slough Bridge (Br. #8863)(Sta. 146+12 to Sta. 185+51)

Structure			
Shoring, Cribbing, etc.	All Req.		$ 35,000.00
Structural Excavation	2,600 cu.yd.	$ 4.00	10,400.00
Structural Excavation Below Elevation Shown	300 cu.yd.	4.00	1,200.00
Furnish Timber Piling	13,200 lin.ft.	0.90	11,880.00
Furnish Treated Timber Piling	37,180 lin.ft.	1.40	52,052.00
Furnish 10" BP 42# Steel Piling	9,405 lin.ft.	4.00	37,620.00
Drive Timber Piles	916 only	45.00	41,220.00
Drive Steel Piles	119 only	50.00	5,950.00
Splice Steel Piles	30 only	35.00	1,050.00
Class "A" Concrete (5,830 cu.yd. $60.00)	All Req.		349,800.00
Seal Concrete	600 cu.yd.	35.00	21,000.00
65' to 70' Type IV Prestressed Beams	90 only	975.00	87,750.00
Metal Reinforcement (1,190,000 lb. $0.12)	All Req.		142,800.00
Structural Steel (Carbon 216,000 lb. $0.24) (Low Alloy 935,000 lb. $0.25)	All Req.		285,590.00
Metal Parapet Railing	2,470 lin.ft.	6.00	14,820.00
1-1/4-inch Electrical Conduit	2,600 lin.ft.	1.50	3,900.00
8-inch Standard Steel Pipe	440 lin.ft.	14.00	6,160.00
Incidental Roadwork			
Drainage Excavation	190 cu.yd.	3.50	665.00
Sand and Gravel Blanket in Place	All Req.		2,000.00
Sand Drains	5 only	10.00	50.00
8-inch Corrugated Metal Pipe	930 lin.ft.	3.00	2,790.00
Concrete Inlets, Type "B"	8 only	125.00	1,000.00
			$1,114,697.00
Flagging (57½ of Contractor's Cost)	All Req.		$ 300.00
	Subtotal		$1,114,997.00
	10% Engr. & Cont.		111,499.00
	Total		$1,226,496.00

Length of Structure - - - - - - - 0.746 Mile

Federal Funds -	$1,128,000.00
State Funds -	98,496.00
	$1,226,496.00

COLUMBIA SLOUGH BRIDGE (PORTLAND)

PROJECT NO. I-5-6(43)307

PRESTRESSED BEAM QUANTITIES

65'-70' Type IV Beams

Overhead			$ 75.00
Class "A-A" Concrete	9.78 cu.yd.	$37.00	361.86
Metal Reinforcement	1,722 lb.	0.12	206.64
Prestress Steel	839 lb.	0.40	335.60
			$979.10

RECEIVED
JUN 7 - 1963

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-6(43)307
6255

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 M. E. Cottage St.
Salem, Oregon

Re: Columbia Slough Bridge
Contract No. 6255
FAP No. I-5-6(43)307

Dear Sir:

Lord Bros. Contractors, Inc. began work on the Columbia Slough Bridge project on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6255, in connection with Federal-aid project no. I-5-6(43)307, on May 7, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ddl
cc: Floyd Query
D. B. Parkes
C. H. Maison
L. H. Young

RECEIVED
MAY 7 - 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

April 25, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(43)307
Columbia River Bridge
Minnesota Freeway Section
Structure

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6255 to Lord Bros. Contractors, Inc. of Portland, Oregon, low bidder in the amount of $1,045,903.00 at the April 23, 1963 bid opening.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-(4)

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963 awarded to you State Highway Contract No. 6295 for the following project:

Bridge over Columbia Slough, Minnesota
Freeway Section, Pacific Highway,
Multnomah County

This award was based on your low bid of $1,045,903.00 which was submitted to the Commission on April 25, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage
I. D. Merchant

RECEIVED
APR 3 - 1963
FOR FILING

I-5-1+15-7

Code

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 29, 1963

By:
A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-0

Oregon Project I-5-6(43)307
Columbia Slough Bridge
Minnesota Freeway Section
Structure

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that there has been no displacement of persons in connection with this project and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter.

Authorization to advertise is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

For the prestressing reinforcement on the Columbia Slough Bridge, the use of 1/2" diameter, 7-wire uncoated stress relieved strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

original To Young - with attach.
cc Gifford
4-3-63

RECEIVED
APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

I-5-6(40) Sign. & Tr. Signals, N. Shaver 1963
302 St.-Morrison Br. Interch. Unit, East
46256 Bank Freeway Sec., Pacific Hwy.

RECEIVED
JUN 15 1965
FOR FILING

FORM B-303 REV 1-60 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 14, 1965

SUBJECT: Salvaged Materials
Federal-aid Projects

To: Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Office Engineering has requested that we furnish information concerning the value and location of items salvaged on the following listed projects:

N. SHAVER ST.-MORRISON BRIDGE INTERCHANGE SECTION, Contract No. 6256, I-5-6(40)302

Bid Item No. 1 - Removal of Existing Sign Installations

12TH AVENUE INTERSECTION (PORTLAND) SECTION, Contract No. 6515, U-301(10)

Bid Item No. 1 - Removal of Existing Sign Installations.

The value of these salvaged items must be credited to the project if they were stockpiled. Please determine the location and value of these salvaged items and supply this office with your findings.

F. D. Morgan
Construction Engineer

DES:fp
cc F. B. Klaboe
L. H. Young

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1964
FOR FILING

September 15, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $38.86 will be made to Traffic Safety Supply Co., on contract #6256 for signing-traffic signals on the North Shaver St.-Morrison Bridge Interchange Section of the East Bank Freeway Section of Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $161,317.82, including the post-final payment. Of the total, $863.40 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

de

cc: Traffic Safety Supply Co.,
2324 SE Umatilla Street
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 4 - 1964
FOR FILING

September 4, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On June 24, 1964, we wrote to you concerning release of final payment on contract #6256, awarded to Traffic Safety Supply Co., for signing-traffic signals on the Shaver St.-Morrison Bridge Interchange Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $8,057.39 and the total contract amount is $161,278.96, including $824.54 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Traffic Safety Supply Co.,
2324 SE Umatilla Street
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 24 1964
FOR FILING

June 24, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 10 on Contract No. 6256. The contract was with Traffic Safety Supply Company and was for signing and signals on the North Shaver Street-Morrison Bridge Unit of the Eastbank Freeway on the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 24, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor I. Wolfe
Ivar Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAR 17 1964
FOR FILING
I-5-6(46)
6-56

March 16, 1964

Mr. R. Anthony DuBay, Chairman
Exposition-Recreation Commission
City Hall
Portland, Oregon

Dear Mr. DuBay:

This will acknowledge your letter of March 3, requesting that a guide sign at the intersection of N. Weidler Street and N. Wheeler Street in Portland be removed.

We will proceed to remove this sign.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
Ivan D. Merchant (Enc.)
F. B. Klaboe
R. N. Bothman - NOTE: This is sign no. 25 on Drawing 3268 and is in the southwest quadrant of the intersection of Wheeler and Cherry Streets.

VPJ:sm jw

FORM S-90 REV 11-61 40890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO 3/17/64
Val
BY ASST. TRAFFIC ENGR.

Portland, Oregon 97213
March 9, 1964

SUBJECT: N. Shaver St.-Morrison Br. Inch. Section
Signs & Signals
Contract: 6256

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

Shortly after we installed Sign #25, the manager of the Memorial Coliseum called us and requested that we remove it for reasons of esthetics. I in turn advised him that this sign had been erected under a contract and in conformance with standard signing practices for interstate highways. Since they would not drop their request, I asked that they forward a letter outlining their objections to the sign. A copy of such a letter signed by Mr. R. Anthony DuBay, Chairman of the Exposition-Recreation Commission, is enclosed. Enclosed also is a sketch map showing the location of this sign and a series of twelve (12) photographs of the sign installation itself. I am informed that this sign is one of those in which the Bureau of Public Roads is not participating.

I feel that the sign is somewhat objectionable. Furthermore, its contribution to proper orientation of vehicular movement is minor. I therefore recommend that you allow us to direct the Sign Department to remove the sign from its existing position. Undoubtedly they can find another place not in the immediate vicinity of the Coliseum for this sign, possibly with slight revisions.

F. B. Klaboe
Metropolitan Engineer

RECEIVED
MAR 11 1964
TRAFFIC ENGINEERING

FBK:sb

Enclosures

cc Mr. Dennis L. Peterson
Mr. William E. Maltby

Sign #25 shown on T.E.D. Dwg. 5268

NOTED
L. E. GEORGE

BRIDGE ENGR.
AM MAR 16 1964 PM
7 8 9 10 11 12 1 2 3 4 5 6
A

EXPOSITION-RECREATION COMMISSION

OF THE CITY OF PORTLAND, OREGON

March 3, 1964

Mr. Fred B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Gleason
Portland, Oregon

Dear Mr. Klaboe:

Please consider this a formal request for the removal of a freeway directional sign from the sidewalk boardering Exposition-Recreation Commission property.

This sign is located roughly at the corner of N. E. Weidler Street and North Wheeler Street.

As you may be aware, Memorial Coliseum is located in a design area as designated by the City of Portland For many years, it has been the conscientious effort of our architects, the Coliseum staff and this Commission to eliminate all possible signs, posts, wires and other similar items from the periphery of the property. Considerable progress has been made in this regard.

Inasmuch as we are informed that the State of Oregon is not required to conform to city regulations insofar as this type of signing is concerned, we, therefore, respectfully request that you give such consideration as may be possible to the facts which have been presented herein.

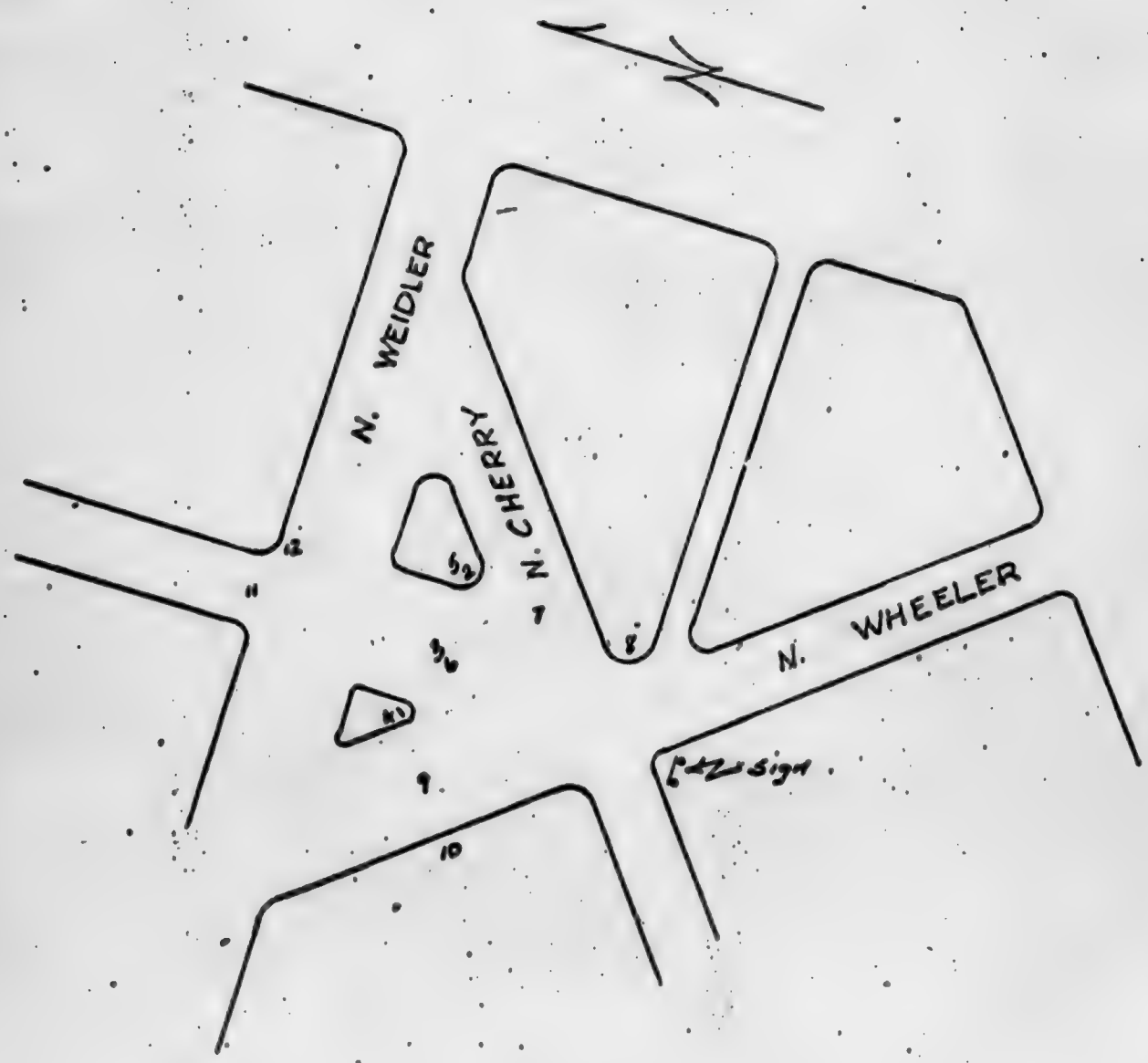
Very truly yours,

EXPOSITION-RECREATION COMMISSION

R. Anthony DuBay
Chairman

RAD:kls

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 10 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6



NOTED
J. M. CARTWRIGHT

NOTED
F. B. KLABOE

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 8920A		WEEK ENDING: October 19, 1963
SECTION: Eastbank Freeway		SECTION PREFIX: 626-1094
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: N. Shaver St. - Morrison Br.	KIND OF WORK: Signing & Signals	
CONTRACTOR: Traffic Safety Supply Co.	CONTRACT NUMBER: 6256	FEDERAL AID PROJECT NUMBER: I-5-6(40)302
DATE OF CONTRACT: April 25, 1963	DATE WORK STARTED: June 10, 1963	ESTIMATED COMPLETION DATE: November 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 35	WORK DAYS USED: 0
PROJECT AUTHORIZATION: $179,700.44	ENGINEERING AUTHORIZATION: $12,778.70	PERCENT OF TIME ELAPSED: 0
EXCLUSIVE OF ENGINEERING: $166,921.74	ENGINEERING COST TO DATE: $7,900.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 21
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "	PERCENT OF AUTHORIZATION: 59%	
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	DATE PROJECT WAS COMPLETED: 6-10-64	

ESTIMATED PERCENT COMPLETE

Sign

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
			21				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy	0	No work days charged as per contract.
TUESDAY	Fair	0	Holiday
WEDNESDAY	Cloudy	0	
THURSDAY	Lt. Drizzle	0	
FRIDAY	Fair	0	
SATURDAY			

NOTED
JOHN R. OAKES
CONSTRUCTION DIVISION

RECEIVED
OCT 21 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor working on sign revisions Morrison Interchange.
TUESDAY	Same
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity.
SATURDAY	

REMARKS

Contractor will resume operations Monday.

SIGNED Wm. E. Maltby, Resident Engineer

ADDRESS 5821 N.E. Glisan St. , Portland

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUN 13 1963
FOR FILING

MONTHLY TRANSACTION NO.

PROJECT APPROVAL NO.
S (4) 302

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(40)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Shaver St. to Morrison St. Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHT-OF-WAY		
CONSTRUCTION	3-29-63	2.718
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 159,998.00	$ 147,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stow
Asst State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-6(40)302

MULTI SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 14, 1963

Item Code 3002
Planing and Blacktop (Sta. 257+50 to Sta. 430+00)(Contract 6256)

Remove Existing Sign Structures	All Required			$ 38.00
Shoring, Cribbing, etc.	All Required	(86%)		2,082.27
Structural Excavation	342 cu.yds.		3.20	1,094.40
Class "A" Concrete	All Required	(87%)		6,224.85
Metal Reinforcement	All Required	(87%)		1,789.59
Structural Steel	All Required	(91%)		56,008.24
Wood Sign Posts	All Required			2,806.00
Steel Sign Posts	All Required	(67%)		1,498.79
Type "S" Signs in Place	3,428 sq.ft.		6.41	21,973.48
Type "G" "H" "I" and "J" Signs in Place	938 sq.ft.		3.58	3,358.04
Type "G" "H" "I" and "K" Signs in Place	279 sq.ft.		3.85	1,074.15
Type "H" Signs in Place	16 sq.ft.		3.58	57.28
Type "J" Signs in Place	126 sq.ft.		4.53	570.78
Overhead Sign Illumination Installation	All Required	(90%)		28,423.30
Floodlight-Screen Installation	All Required			1,007.00
Traffic Signal Installation and Illumination	All Required			17,103.08
	Subtotal			$ 145,453.18
	10% Engr. & Cont.			14,544.82
	Total			$ 159,998.00

Length of Project - - - - - - - - - - - - 2.718 miles

Federal Funds -	$ 147,000.00
State Funds -	12,998.00
	$ 159,998.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(40)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 22, 1963

Type Code Y002
Signing and Signals (Sta. 267+50 to Sta. 430+00)

Remove Existing Sign Structures	All Required		$ 100.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	400 cu.yd.	$5.00	2,000.00
Class "A" Concrete	All Required		11,000.00
Metal Reinforcement	All Required		2,080.00
Structural Steel	All Required		50,780.00
Wood Sign Posts	All Required		1,550.00
Steel Sign Posts	All Required		1,800.00
Type "A" Signs in Place	3,872 sq.ft.	6.70	25,942.40
Type "C", "D", "R" and "T" Signs in Place	950 sq.ft.	3.65	3,467.50
Type "E", "F", "G" and "M" Signs in Place	328 sq.ft.	4.05	1,328.40
Type "H" Signs in Place	16 sq.ft.	3.50	56.00
Type "P" Signs in Place	136 sq.ft.	6.25	850.00
Overhead Sign Illumination Installation	All Required		30,000.00
Floodlight-Beacon Installation	All Required		1,000.00
Traffic Signal Installation and Illumination	All Required		13,000.00
	Subtotal		$145,954.30
	10% Engr. & Cont.		14,594.70
	Total		$160,549.00

Length of Project - - - - 2.718 Miles

Federal Funds -	$147,000.00
State Funds -	13,549.00
	$160,549.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(40)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 27, 1963

Type Code T002
Signing and Signals (Sta. 287+50 to Sta. 430+00)

Remove Existing Sign Structures	All Required		$ 100.00
Shoring, Cribbing, Etc.	All Required (86%)		860.00
Structural Excavation	342 cu.yds.	$5.00	1,710.00
Class "A" Concrete	All Required (87%)		9,570.00
Metal Reinforcement	All Required (87%)		1,809.60
Structural Steel	All Required (96%)		48,748.80
Wood Sign Posts	All Required		1,550.00
Steel Sign Posts	All Required (67%)		1,206.00
Type "A" Signs in Place	3,428 sq.ft.	6.70	22,967.60
Type "C", "D", "R" & "J" Signs in Place	938 sq.ft.	3.65	3,423.70
Type "E", "F", "G" & "M" Signs in Place	279 sq.ft.	4.05	1,129.95
Type "H" Signs in Place	16 sq.ft.	3.50	56.00
Type "P" Signs in Place	126 sq.ft.	6.25	787.50
Overhead Sign Illumination Installation	All Required (90%)		27,000.00
Floodlight-Beacon Installation	All Required		1,000.00
Traffic Signal Installation & Illumination	All Required		13,000.00
	Subtotal		$134,919.15
	10% Engr. & Cont.		13,491.85
	Total		$148,411.00

Length of Project - - - - - 2.718 Miles

Federal Funds -	$136,000.00
State Funds -	12,411.00
	$148,411.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(40)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 27, 1963

Type Code 1202
Signing and Signals (Sta. 287+50 to Sta. 430+00)

Remove Existing Sign Structures	All Required			$ 100.00
Shoring, Cribbing, etc.	All Required	(86%)		860.00
Structural Excavation	342	cu.yds.	$ 5.00	1,710.00
Class "A" Concrete	All Required	(87%)		9,570.00
Metal Reinforcement	All Required	(87%)		1,809.60
Structural Steel	All Required	(91%)		46,209.80
Wood Sign Posts	All Required			1,550.00
Steel Sign Posts	All Required	(67%)		1,206.00
Type "A" Signs in Place	3,428	sq.ft.	6.70	22,967.60
Type "C", "D", "R" and "J" Signs in Place	938	sq.ft.	3.65	3,423.70
Type "E", "F", "G" and "M" Signs in Place	279	sq.ft.	4.05	1,129.95
Type "H" Signs in Place	16	sq.ft.	3.50	56.00
Type "P" Signs in Place	126	sq.ft.	6.25	787.50
Overhead Sign Illumination Installation	All Required	(90%)		27,000.00
Floodlight-Beacon Installation	All Required			1,000.00
Traffic Signal Installation and Illumination	All Required			13,000.00
	Sub-total			$132,380.15
	10% Engr. & Cont.			13,237.85
	Total			$145,618.00

Length of Project . . . . . 2.718 Miles

Federal Funds	$133,000.00
State Funds	12,618.00
	$145,618.00

RECEIVED
MAY 7 - 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

April 25, 1963

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-6(10)302
N. Shaver St. - Morrison Bridge Interchange Unit
East Bank Freeway Section
Signing and Signals

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6256 to Traffic Safety Supply Company of Portland, Oregon, low bidder in the amount of $159,733.72 at the April 23, 1963 bid opening.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

Traffic Safety Supply Co.,
2324 SE Umatilla Street
Portland 2
Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6256 for the following project:

Signing-traffic signals on North Shaver St.- Morrison Bridge Interchange Unit of East Bank Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of $159,733.72 which was submitted to the Commission on April 25, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 3 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

March 29, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-6(40)302
N. Shaver St.-Morrison Bridge Interchange Unit
East Bank Freeway Section
Signing and Signals

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that there has been no displacement of persons in connection with this project and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter.

Authorization to advertise is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

The agreement, dated February 13, 1963, with the City of Portland, in connection with the installation of signs and signals under this project, was approved effective this date.

original To Young - with attach.
cc Gifford
4-3-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

26-4227 Clean & paint steel in Grand Ave. 1963
& Union Ave. Struc., Pacific Hwy.
#6257 tr. over UPRR & Banfield Exp.

RECEIVED
DEC 10 1963
FOR FILING

December 10, 1963

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

A post-final payment for $49.41 will be made to J. I. Hass Co. Inc., on contract #6257 for maintenance painting the Union Avenue Bridge and Grand Avenue Bridge on Pacific Highway East in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $35,559.41 including the post-final payment. Of the total, $49.41 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: J. I. Hass Co. Inc.,
Box 757
Soap Lake, Washington

cc: C. H. Malsom
Attn.: John Herr

RECEIVED
OCT 14 1963
FOR FILING

64 4217

6257

October 11, 1963

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

On September 16, 1963, we wrote to you concerning release of final payment on contract #6257, awarded to J. I. Hass Co. Inc., for maintenance painting the Union Avenue Bridge and Grand Avenue Bridge on Pacific Highway East in Multnomah County.

Final payment on this contract is $35,510.00 and the total contract amount is $35,510.00. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

BY:
C. W. Head, Assistant Secretary

dc

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: J. I. Hass Co. Inc.,
P. O. Box 757
Soap Lake, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 16 1963
FOR FILING

6257

September 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 1 on Contract 6257. The contract was with the J. I. Hass Company, Inc., for maintenance painting on the Grand Avenue-Union Avenue structures on the Banfield Freeway in Portland.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RECEIVED
JUN 17 1963
FOR FILING

FORM E-20X — 10-62 #6823

6257

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1963

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

SUBJECT: Employers Mutuals of Wausau
policy No. 0524 41 022943
Painting of Union & Grand Ave. Structures
Banfield Freeway
Multnomah County
Contract No. 6257

Attached you will find a copy of a letter dated May 31, 1963, from Mr. G. H. Baker of the Union Pacific Railroad Company concerning this subject.

Please obtain the information requested by the railroad from the contractor and send it to this office.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachment
cc: Floyd Query (w/attach.)
R. L. Porter "
P. M. Stephenson "
I. D. Merchant "

NOTED
P. M. STEPHENSON

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

CONSTRUCTION DIVISION
RECEIVED
JUN 4 1963

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

MAY 31, 1963

(File Ref. D 9016 - 32 - 14)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Please refer to Employers Mutuals of Wausau policy No. 0524 41 022943, the original and duplicate copies of which were supplied by J. I. HASS COMPANY, INC. in connection with painting of the Union and Grand Avenues structures over the Banfield Freeway and our railroad in Portland, Oregon.

The policy has been reviewed by our Legal Department and it is satisfactory to the extent that J. I. Hass Company may proceed with the painting of structures on Railroad property. However, it is requested that original and duplicate endorsements be furnished to amend the policy as follows:

1. The designation of the jobsite and description of work in declarations of the policy should be amended to include the State's Contract No. 6257 and date of award which, we understand, is April 25, 1963.

2. A Mutual Company endorsement should be added to the policy reading as follows:

"This insurance is written upon the application and representations of J. I. Hass Company, Inc., and it is understood and agreed that Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company as 'insureds' under the policy to which this endorsement is attached shall not be:

1. Considered as members of a mutual or the company;

2. Liable for payment of any premium or premiums;

3. Entitled to any return premium or dividend; or

4. Liable for assessment of any nature.

"It is also understood and agreed that the coverage afforded by this policy shall not be affected by the failure of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, to comply with any of the warranties or conditions of the policy or endorsements, except as set forth in the conditions headed 'Notice' and 'Assistance and Cooperation of the Insured'."

Yours very truly,

G. H. Baker

cc: J. I. Hass Company, Inc.
P. O. Box 757
Soap Lake, Washington

Employers Mutual Liability Insurance Company of Wisconsin,
Wausau, Wisconsin.

RECEIVED
JUN - 3 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 28 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1963

SUBJECT:

To: D. B. Parkes
Contract Payments

DEPARTMENT

J. I. Haas Company, Inc. began work on the Grand Avenue-Union Avenue Bridge Painting project on the Pacific Highway East in Multnomah County, Contract No. 6257, on May 23, 1963.

ORIGINAL SIGNED

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN F. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

6257 — J. I. Haas Co. Inc.,
~~554 Communipaw Avenue~~
Jersey City
New Jersey

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6257 for the following project:

Clean-paint steel in Grand Avenue and Union Avenue structures over UPRR and Banfield Expressway on Pacific Highway, Multnomah County.

This award was based on your low bid of $37,720.00 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Frank Morgan
L. H. Young
R. G. Savage (SLAC)
I. D. Marchant

131-1055 Spout Springs Slide Sec., Weston-Elgin Hwy. (Grad. & Oil.) 1963

#6258

RECEIVED
OCT 10 1963
FOR FILING

October 9, 1963

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

On September 19, 1963, we wrote to you concerning release of final payment on contract #6258, awarded to W. H. Moore, for grading-oiling the Spout Springs Slide Section of the Weston-Elgin Secondary Highway in Union County.

Final payment on this contract is $1,839.25 and the total contract amount is $31,404.57, including $471.85 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: St. Paul Fire & Marine Ins. Co.,
C. Jack Miller Agency
1798 Main
Baker, Oregon

cc: Mr. W. H. Moore
1440 Madison Street
Box 294
Baker, Oregon

cc: C. H. Maiden
Attn.: John Herr

RECEIVED
SEP 18 1963
FOR FILING

6254

September 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 30 on Contract No. 6258. The contract was with W. H. Moore and was for grading and oiling on the Spout Springs Slide Section of the Weston-Elgin Highway in Union County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective September 17, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

Lloyd P. Shaw
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)–

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 14, 1963

Section Spout Springs Slide

Highway Weston-Elgin County Union

Contractor W.H. Moore

Date of contract April 25, 1963

Date work started May 13, 1963

Project authorization . . . . . $ 59,759.33

Exclusive of engineering . . . . $ 55,509.78

Kind of work Grading & Oiling

Section prefix 131-1055

Contract number 6258

Specified work days 60

Work days used 48

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 53,266.79

Estimated per cent [redacted]underrun . . . . . 4.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 4,249.55

Engineering cost to date $ 3,893.54, 91.6 %

Date project was completed August 30, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this section was submitted to the Division Office on Wednesday of this week.

This will be the final report for this section unless further data is needed.

NOTED

CONSTRUCTION DIVISION
SUBMITTED
SEP 16 1963

Signed C O Hirst

Address Resident Engineer-Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.58	0.58		0.58	
Miles partially completed					
Miles completed	0.58	0.58		0.58	
Total estimated quantities (contract)	12,900 CY	6,120 CY		63 tons Asph. 600 CY Aggr.	
Total quantities corrected to date	12,923.9 CY	5,900 CY		65.21 tons asph. 615 CY aggr.	
Estimated quantities moved or placed to date	12,923.9 CY	5,900 CY		65.21 tons asph. 615 CY aggr.	
Average daily quantities This week	0	0		0	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day	0	0		0	
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-hot		
Tuesday	Pt. fair		
Wednesday	Fair-warm		
Thursday	Overcast		
Friday	Rain AM-cloudy PM		
Saturday			

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

1-21-1055

1-21-1 — Mr. W. H. Moore
Box 294
Baker
Oregon

Dear Sir:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6258 for the following project:

Grading-oiling the Spout Springs Slide Section of the Weston-Elgin Highway in Union County.

This award was based on your low bid of $30,981.00 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

34-1616 Beaverton Traffic Signals at Watson St. (Beaverton-Tualatin Hwy.) & Allen Ave. 1963

#6259

RECEIVED
SEP 24 1963
FOR FILING

September 23, 1963

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

On August 28, 1963, we wrote to you concerning release of final payment on contract #6259, awarded to Trowbridge Electric Co., for traffic signal installation at Allen Avenue in Beaverton (Beaverton-Tualatin Highway), Washington County.

Final payment on this contract is $819.00 and the total contract amount is $6,300.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Ken Bailey Ins. Agency
810 SE Rose
Roseburg, Oregon

cc: Trowbridge Electric Co.,
721 SE Oak Avenue
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 28 1963
FOR FILING
6259

August 27, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 23 on Contract 6259. The contract was with the Trowbridge Electric Company for work on the Allen Avenue Traffic Signals on the Beaverton-Tualatin Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 27, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JUN 20 1963

FOR FILING

21-1616

6259

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1963

SUBJECT:

To: D. B. Parkes
Contract Payments

DEPARTMENT

Trowbrige Electric Company began work on the Allen Avenue (Beaverton) Traffic Signal installation project on the Beaverton-Tualatin Highway in Washington County, Contract No. 6259, on June 17, 1963.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 26 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 25, 1963

Trowbridge Electric
721 SE Oak Avenue
Roseburg
Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6287 for the following project:

Beaverton Traffic Signals at Watson Street (Beaverton-Tualatin Highway) and Allen Avenue in Washington County.

This award was based on your low bid of $6,390.00 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Frank Morgan
L. H. Young
R. G. Savage (SHAC)
I. D. Merchant

RECEIVED
APR 15 1963

FOR FILING
34 1616
259

MISC. CONTRACTS and
A 77

Salem, Oregon
April 11, 1963

State-City Agreement
Traffic Signal Installation
Watson Street (ORE 217) at Allen Avenue
Beaverton

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of an agreement with the City of Beaverton covering traffic signal installation at Watson Street and Allen Avenue in the City of Beaverton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Beaverton.

Secretary

rr
Attach: 1

cc - Mr. Tom Edwards

RECEIVED
JAN 14 1963
FOR FILING

34-1616

6257

901

agenda
3f-2
12-20-62

December 27, 1962

Mr. Robert C. Halsey
City Manager
Municipal Building
Beaverton, Oregon

Dear Sir:

In your letter of December 4, addressed to Mr. Tom Edwards, you stated that the Beaverton City Council had expressed the desire to enter into an agreement for the installation of traffic signals at the intersection of Allen Avenue and Watson Street (ORE 217).

An investigation was made and it was found that a signal installation is warranted. The Highway Commission at its meeting on December 20, 1962, approved the installation of traffic signals at this intersection, with the understanding that the City and the State would share equally in the installation costs, and that the City would provide all maintenance and power costs.

An agreement covering this matter is being prepared and will be forwarded to you for approval in the near future.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Mr. Tom Edwards
Mr. F. B. Crandall
Mr. H. Si Cox

FQ:fp

RECEIVED
DEC 12 1962
FOR FILING

34-1616
(251

December 11, 1962

Oregon State Highway Commission

Gentlemen:

Investigation has been made as to the need for signalization of the intersection of Watson Street (ORE217) and Allen Avenue in the city of Beaverton.

Prevailing traffic conditions indicate that the signal installation is warranted. The estimated cost for signalization is $6,000, and it is recommended that the signals be installed, such to be under the usual cooperative arrangement wherein the City and State share equally in the installation costs with the City committed to care for maintenance and power consumption and stand all cost incident thereto.

This matter will be on the agenda for the forthcoming meeting on December 20.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. B. Crandall
H. S. Cox

FBC:njc bbc

December 4, 1962

State of Oregon
State Highway Department
Salem, Oregon

Attention: Tom Edwards
Assistant State Highway Engineer

Dear Sir:

In response to your letter of November 27, 1962, the Beaverton City Council at their meeting of December 3, 1962 expressed the desire to enter into an agreement with the State Highway Department for the installation of traffic signals, on a cost sharing basis, at the intersection of Allen Avenue and State Highway 217.

It would be appreciated if you would present this matter before the Commission, for their consideration, at the earliest convenient date.

Thank you for your cooperation and assistance in this matter.

Yours truly,

CITY OF BEAVERTON

Robert O. Malsey
City Manager

ROM:am

(Transmitted to Commission)

RECEIVED
DEC 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1962
FOR FILING
34-1616
0227

November 27, 1962

Mr. Robert O. Malsey
City Manager
City Hall
Beaverton, Oregon

Dear Mr. Malsey:

This will acknowledge your letter of October 29 with regard to the intersection of ORE 217 and Allen Avenue in Beaverton.

This matter has been reviewed and conditions of traffic volume, accident experience, etc., fall somewhat short of normally established warrants and at the most these can be considered only marginal. It is recognized that, with the rapid development taking place in the area, traffic volumes at this intersection are increasing and will continue to increase at a fast pace.

The estimated cost of signalization of this intersection is $6,000. In accord with established policy, such installation would be under cooperative arrangement whereby the City and State would share equally in the installation costs, with the City committed to care for maintenance and power consumption and the costs incident thereto. If the City is agreeable to installation under such cooperative basis and if you will so indicate, I will present the matter to the Highway Commission for its consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson

FBC:njc jw

October 29, 1962

REFERRED TO //-5

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. P. B. Crandall

Gentlemen:

Please refer to your letter of October 3, 1962, citing the results of an investigation of the intersection of State Highway No. 217 and Allen Avenue in Beaverton.

The report indicates that the trimming of plant growth in the vicinity would provide better sight distance for vehicles entering Highway 217 from Allen Avenue. We have made extensive surveys at various hours and conclude that the hazard element is the dense storage of vehicles (up to 15 cars) on Allen Avenue waiting for 45 MPH traffic entering the intersection from the South on Highway 217.

We are enclosing a vicinity map and traffic count figures to support our appeal of the recommendation in your letter of October 3. Your reconsideration and further investigation of this matter will be appreciated.

Yours truly,

CITY OF BEAVERTON

Robert O. Maisey
City Manager

ROM:mm
Encls.
cc:Washington County Court
Public Works Supt. Keady
Police Chief Larsen

RECEIVED
OCT 30 1962
TRAFFIC ENGINEERING

RECEIVED
OCT 5 1962
COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

4-1416

257

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 3, 1962

Mr. Robert O. Malsey
City Superintendent
City Hall
Beaverton, Oregon

Dear Mr. Malsey:

In response to your request I have once again conducted a survey of the intersection of OR8217 and Allen Avenue to determine the need for signalization.

Based on the survey conducted August 22 through 24, it was found that conditions existent fall short of established warrants for signalization.

During the course of the field investigation, it was observed that hedges and tree limbs in the northwest and southwest quadrants of the intersection constitute somewhat of a sight obstruction. It is suggested that the City give consideration to trimming the shrubbery and tree limbs in order to improve the situation.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

cc: Washington County Court

bc: Forrest Cooper
G. S. Paxson
A. E. Johnson
B. P. Huntley
R. D. Conklin

NOTED

RECEIVED
OCT 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

BEAVERTON

Scale in feet

0 400 800 1200 1600

Estimate 3060

4351 - 10/62
3207 - 8/62

3894 - 10/62
3274 - 8/62

NOTED
R. L. PORTER

CENTER ST
City Limits
MEANDER
O. E. R. R.
TUALATIN VALLEY HWY.
HENRY AVE
ETHEL
BEAVERTON RD.
S. P. Co. R. R.
FARMINGTON HWY
BROADWAY
FARMINGTON ROAD
FAIRMONT ST
PEARL ST
BERTHOLD AVE
MAIN ST
HWY 99W
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
11TH ST
12TH ST
13TH ST
14TH PL
14TH ST
ALLEN AVE
ALBERT AVE
RAILROAD AVE
LOMBARD
FRANKLIN
TUCKER
HALL
WASHINGTON
ADAMS
TUALATIN
BEAVERTON
ALDER
LEE
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
TENTH
ELEVENTH
TWELFTH
PIONEER AVE
ELLIS AVE
LAKE RD
RUBY AVE
HILLSDALE HWY
LOCH AV
MARY AV
BIRCH AV
McMILLAN AVE
S.W. 96TH AVE
S.W. DUNCAN LN
CEDAR ST
CHERRY ST
CHERRY LN
15
14
S.E. BAKER ST
S.E. BAKER DR
CAMDEN LANE
DENNY ROAD
HEATH AVE
ALICE LANE
ORCHID ST
KIM WAY
PRINCETON ST
CAMPFIELD ST
GREEN LINE
MID HATTER LANE
WESTERN AVE
City Limits
ALLEN BLVD
SUNSET HWY
8-20-62

RECEIVED
JAN - 1 1961
FOR FILING
4-1616
257

January 4, 1961

Mr. Hobart Halsey
City Superintendent
City Hall
Beaverton, Oregon

Dear Mr. Halsey:

Recently, you wrote to Mr. B. P. Huntley requesting that consideration be given to the installation of traffic signals at the intersection of Watson Street (OR-217) and Allen Avenue in the city of Beaverton. This matter has been investigated by our Traffic Engineering Division.

Investigation discloses that during the last twelve months of record only one accident occurred at this intersection that was of a type that might have been prevented by traffic signals. From traffic volume counts taken at the intersection, it would appear that volumes at this intersection are quite low, with the exception of the period from 4:00 p.m. to 5:00 p.m. This is the one period during the entire day when the entering volumes meet the standard warrants for the installation of traffic signals. Based upon the volume and accident data, the standard warrants for signalization are not met.

Consideration has been given to some alternate method of treatment. It is not believed that the installation of a flashing beacon would benefit conditions at this intersection, and it is believed that the existing signing is adequate. Inasmuch as six of the nineteen reported accidents were of angle-collision type, it would appear that sight distance is critical at this location. It is suggested that the City give consideration to the contacting of property owners on the westerly side of Watson Street north of the intersection in regard to the removal of shrubbery and fences to increase the sight distance for a driver entering the intersection from the south.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. A. Pearson
Assistant State Highway Engineer

cc to: Washington County Roadmaster
W. C. Williams, F. B. Crandall, A. E. Johnson, B. P. Huntley

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
December, 1960

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Watson Street (ORE217) at Allen Avenue
Beaverton

Recommendation

Investigation discloses that there is no warrant for the installation of traffic signals at the intersection of Watson Street and Allen Avenue in the city of Beaverton.

Historical Background:

This investigation and report is in response to a request from Mr. Robert O. Malsey, City Superintendent, City of Beaverton.

Investigation:

The point investigated is a four-way intersection at the southerly city limits of the city of Beaverton. At this point, both of the intersecting streets are two-lane in width. There are curbs on both intersecting streets and traffic entering the intersection from Allen Avenue is required to stop. The indicated speed on Watson Street is 30 MPH. Sight distance from the north is more than adequate and from the south sight distance is somewhat restricted by shrubbery on the southerly side of Watson Street west of the intersection.

A 16-hour vehicle and pedestrian count was taken at the intersection on Tuesday, November 15, 1960. The computed 24-hour volume entering the intersection was 7,824 vehicles, with 1,787 vehicles or 23% of the total volume, entering from Allen Avenue. During the 16-hour period of count, 27 pedestrians crossed Watson Street.

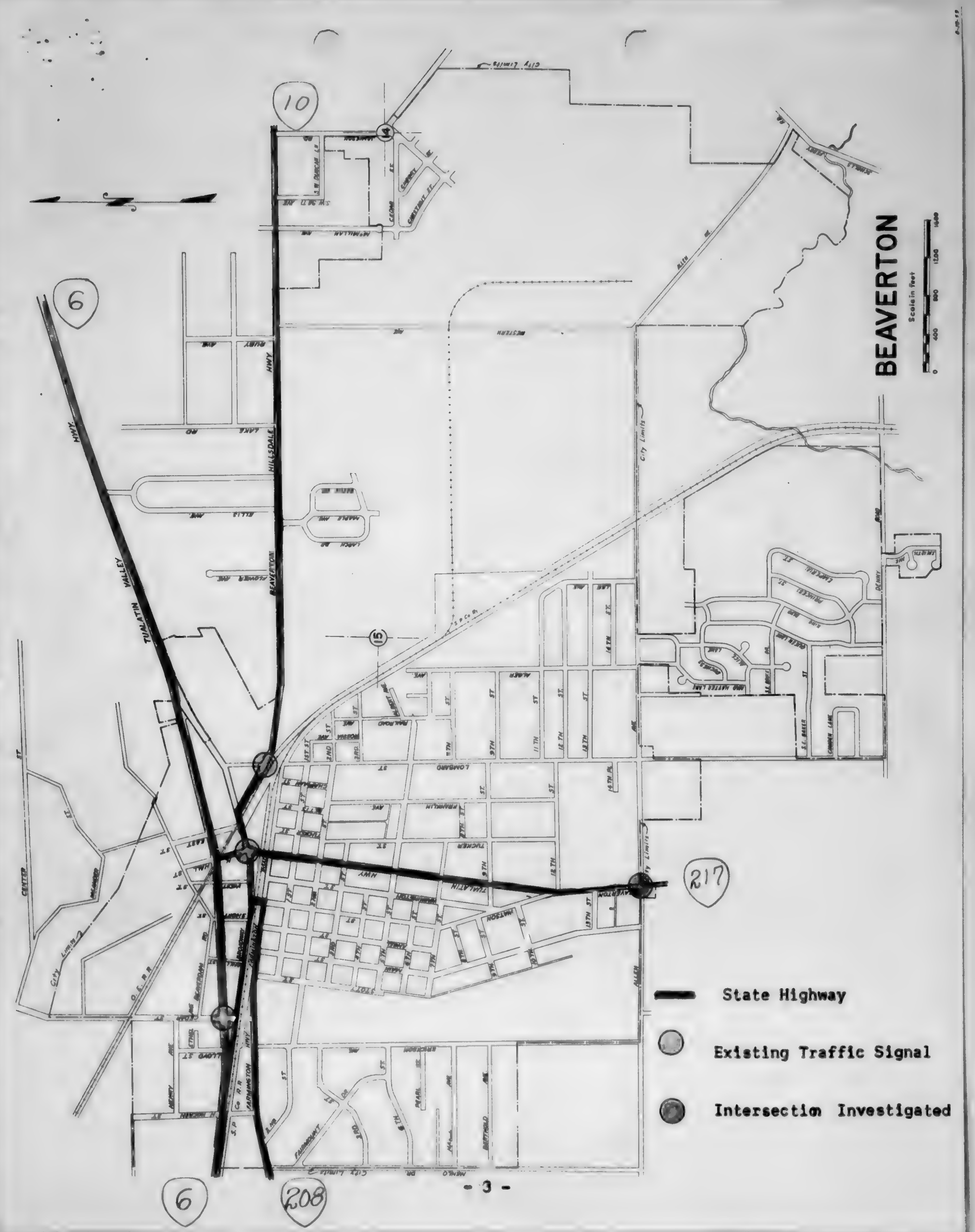
During the period from January 1, 1955 to September 30, 1960, there were 19 reported accidents at this intersection. Fifteen persons were injured and there were no fatalities. Six of the accidents were of a type that might have been prevented by traffic signals. Ten of the persons injured were in two accidents involving conflict between vehicles traveling on Watson Street.

In the following table, conditions at this intersection are compared with the standard warrant for the installation of traffic signals at urban intersections:

Item	Watson & Allen	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	570	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	131	175
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main St. (Max. 8 Hrs.)	3	250
Ave. Hourly Veh. Volume on Main St. (Max. 8 Hrs.)	394	600
Interruption of Continuous Traffic Warrant:		
Ave. Hourly Veh. Volume on Main St. (Max. 8 Hrs.)	444	750
Ave. Hourly Combined Volume Across Main St. (Max. 8 Hrs.)	133	75
Accident Warrant:		
Preventable Accidents (Last 12 Months)	1	5

As can be seen from the table, none of the warrants for the installation of traffic signals are met or even closely approached. Under these conditions, it is recommended that the request for traffic signals be denied.

VPJ:pk


BEAVERTON
Scale in feet
0
400
800
1200
1600
State Highway
Existing Traffic Signal
Intersection Investigated
TUALATIN VALLEY HWY.
HILLSDALE HWY
BEAVERTON HWY
HWY
6
10
15
217
208
City Limits
C.R.R.
S.P. Co. R.R.
SW 92ND AVE
SW MURRAY BLVD
SW DUNCAN LN
CREEK DR
CHRISTMAS LN
CHRISTMAS CT
MCMILLAN AVE
MCKENZIE AVE
SCHOLLS FERRY RD
ALLEN BLVD
MCKENZIE ST
LAKE RD
ELLIS AVE
MAPLE AVE
LARCH AVE
FLOWERS AVE
BEAVERTON HWY
MAIN ST
LONGBAND
FRANKLIN
TUALATIN
WATSON
ALLEN
LLOYD ST
ARCHER
PEARL
FAIRMONT
MERLO RD
BERTHOLD
CENTER ST
MEADOW
EAST ST
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
11TH ST
12TH ST
13TH ST
14TH ST
16TH ST
17TH ST
18TH ST
19TH ST
ALDER ST
MAPLE ST
MAIN ST
ASH ST
HALL ST
CANYON LANE
S.W. BARROW ST
SW MATTEA LANE
SW MCKENZIE ST
SW CHERRY LANE
SW MAPLE LANE
SW MAPLE ST
SW MAIN ST
SW ASH ST
SW HALL ST
SW CANYON LANE
SW

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 15, 1960

DAY OF WEEK Tuesday

ACTUAL COUNT (VEH) 16 HRS.

HOURS COUNTED 6 a.m. - 10 p.m.

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 a.m. - 10 p.m.

WEATHER Rain

CITY OF Beaverton

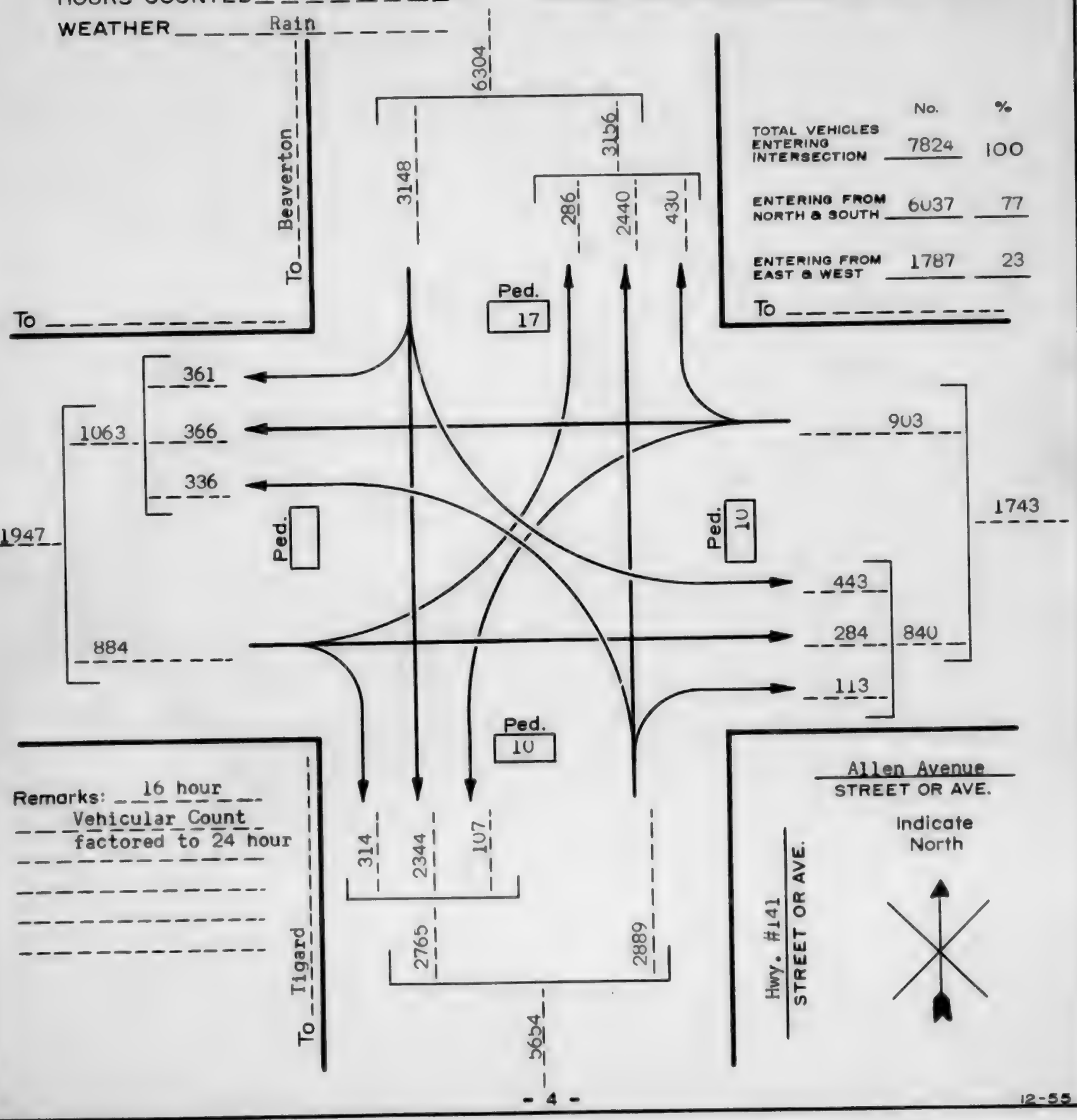
INTERSECTION OF Beaverton-Tualatin Hwy. #141

AND Allen Avenue

STATION NO. _____

CODE NO. _____

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7824	100
ENTERING FROM NORTH & SOUTH	6037	77
ENTERING FROM EAST & WEST	1787	23

To _____

Remarks: 16 hour Vehicular Count factored to 24 hour

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... November 15, 1960
Day of week ..... Tuesday
Hours counted ..... 6 a.m. - 10 p.m.
Weather ..... Rain
Classification ..... All Vehicles

Cit
Int
St
Co

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00	3	8	2	9	36	142	6	7	1	1	8	9	232	193	83	39	17
	7:00– 8:00	23	34	13	20	160	248	36	36	7	3	44	23	647	470	73	177	27
	8:00– 9:00	11	25	22	28	124	179	23	20	5	5	36	30	508	371	73	137	27
	9:00–10:00	20	34	15	11	105	141	8	10	3	3	21	29	400	313	78	87	22
	10:00–11:00	15	21	13	19	130	138	10	10	1	5	13	8	383	309	81	74	19
	11:00–12:00	19	30	24	11	140	144	22	9	4	1	10	10	424	338	80	86	20
	12:00– 1:00	22	32	19	11	155	134	12	8	5	2	12	9	421	341	81	80	19
P.M.	1:00– 2:00	28	21	20	16	114	118	15	13	3	9	11	11	379	300	79	79	21
	2:00– 3:00	37	30	26	17	138	123	14	17	9	11	19	21	462	356	77	106	23
	3:00– 4:00	41	35	30	25	209	196	38	27	10	6	17	29	663	511	77	152	23
	4:00– 5:00	49	36	22	24	267	127	40	24	13	22	33	60	827	657	79	170	21
	5:00– 6:00	50	32	42	10	238	135	37	21	10	10	26	25	636	500	79	136	21
	6:00– 7:00	29	15	21	14	107	102	20	19	13	8	7	17	372	284	76	88	24
	7:00– 8:00	29	21	28	20	81	96	28	9	7	7	11	8	345	249	72	96	28
	8:00– 9:00	15	10	11	14	51	56	7	8	3	7	6	5	193	145	75	48	25
	9:00–10:00	12	7	10	11	76	39	17	20	3	3	11	11	220	151	69	69	31
	10:00–11:00																	
	11:00–12:00																	
	12:00– 1:00																	
A.M.	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
24-Hour total .		443	430	361	286	2344	2440	366	284	107	113	314	336	7824	6037	77	1787	23
-Hour total .		403	391	328	260	2131	2218	333	258	97	103	285	305	7112	5488	77	1624	23
-Hour total .																		
Control . . .																		
Factor . . .																		

Tabulate
Compute
Checked
Checked

Hwy. # 141 ..... St. is North and South

Allen Avenue ..... St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Beaverton
Intersection Beaverton-Tualatin Hwy. #141
Station number and Allen Avenue
Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
1	8	9	232	193	83	39	17								
3	44	23	647	470	73	177	27								2
5	36	30	508	371	73	137	27					3		3	4
3	21	29	400	313	78	87	22								
5	13	8	383	309	81	74	19					1			
1	10	10	424	338	80	86	20					1			
2	12	9	421	341	81	80	19								1
9	11	11	379	300	79	79	21					2		1	
11	19	21	462	356	77	106	23					3	2	1	2
6	17	29	663	511	77	152	23					3			
22	33	60	827	657	79	170	21						2		
10	26	25	636	500	79	136	21					3			
8	7	17	372	284	76	88	24								
7	11	8	345	249	72	96	28					1			
7	6	5	193	145	75	48	25						4		1
3	11	11	220	151	69	69	31						2		
113	314	336	7824	6037	77	1787	23	6304	1743	1947	5654				
103	285	305	7112	5488	77	1624	23	5731	1585	1769	5139	17	10	5	10

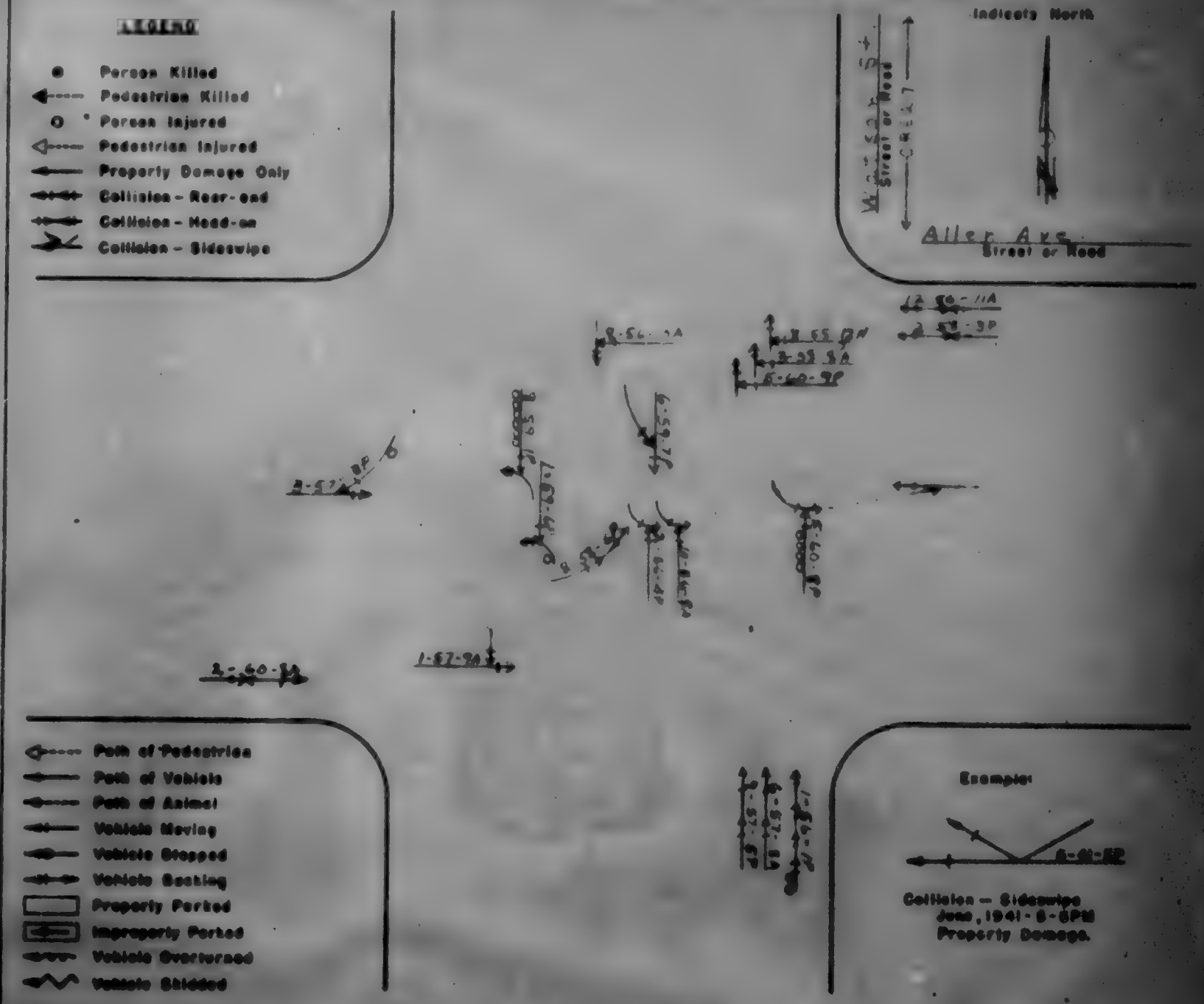
Tabulated by
Computed by
Checked by
Checked by

uth
Vest

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Beaverton County Washington
Intersection of Watson St. and Allen Ave.
Highway Number 141 (Ore 217)
Period Covered 1-1-55 to 9-30-60
Compiled by RS Drawn by _____ Date 11-9-60



Collision Type	1955 Fatal	1955 Non-fatal	1956 Prop. Damage	1956 Total	1957 Fatal	1957 Non-fatal	1958 Prop. Damage	1958 Total	1959 Fatal	1959 Non-fatal	1959 Prop. Damage	1959 Total	9 mo. 1960 Fatal	9 mo. 1960 Non-fatal	9 mo. 1960 Prop. Damage	9 mo. 1960 Total	Total Fatal	Total Non-fatal	Total Prop. Damage	Total Total
Angle		1	1	2			2	2							1	1		1	4	5
Head-on																				
Rear-end		1		1			3	3										1	3	4
Sideswipe																				
Turning Movement			2	2		1		1		2	1	3		1		1		4	3	7
Parking																				
Ran-collision																				
Fixed Object																				
Pedestrian																				
Backing			1	1			1	1							1	1			3	3
Misc.																				
TOTAL		2	4	6		1	6	7		2	1	3		1	2	3		6	13	19

FORM E-90X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 1, 1960

SUBJECT: City of Beaverton Request
Beaverton-Tualatin Highway

To:
Mr. F. B. Crandall
Traffic Engineer
Salem, Oregon

Enclosed herewith is a letter from Mr. Robert O. Malsey, City Superintendent of the City of Beaverton, regarding a traffic situation at the intersection of Allen Avenue and the Beaverton-Tualatin Highway.

Will you please have your Department investigate this intersection, possibly taking a traffic count, to determine if any action should be taken to control traffic at this intersection.

I do not believe that the traffic volume at this intersection would warrant the installation of traffic signals, which I believe would be the only corrective action that could be taken to alleviate the alleged situation.

B. P. Huntley
B. P. Huntley
District Maintenance Superintendent

BPH:mo

Enclosure

cc: A. E. Johnson

RECEIVED
NOV 2 1960
TRAFFIC ENGINEERING

October 19, 1960

Oregon State Highway Dep't.
2131 S. W. Scholls Ferry Rd.
Portland, Oregon

Attention: Mr. Phil Huntley

Dear Sirs:

This office has received numerous complaints from motorists regarding the traffic situation at the intersection of Allen Avenue and State Highway #217 in Beaverton where a substantial increase in traffic volume on each of these streets has resulted in periodical conjestions.

The specific problem arises with traffic entering Highway 217 from Allen Ave. when, at peak periods, the flow of traffic on 217 is such that Allen Avenue traffic is held up for considerable periods.

The accident record, as taken from our police files, reveals one in 1959 and two in 1960 to date. Though not too impressive, the rate is surprisingly low in view of the traffic volume.

Your attention to and recommendations for traffic controls at this intersection will be appreciated.

Yours truly,

Robert O. Malsey

Robert O. Malsey
City Superintendent

ROM:amm
cc: Washington County Roadmaster
County Court House
Hillsboro, Oregon

RECEIVED
NOV 2 1960
TRAFFIC ENGINEERING

135-1027 Meyers Canyon-Mitchell Sec., 1963
Service Cr.-Mitchell Hwy.
#6260 (Grad. & Stone base)

RECEIVED
NOV 1 1963
FOR FILING

November 1, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On October 18, 1963, we wrote to you concerning release of final payment on contract #6369 awarded to Don Greene Const. Inc. for grading-stone base on the Meyers Canyon-Mitchell Section of Service Creek-Mitchell Secondary Highway in Wheeler County.

Final payment on this contract is $2,617.33 and the total contract amount is $57,244.2[illegible]. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Don Greene Const. Inc.,
805 North Liberty
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 18 1963
FOR FILING

October 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 21 on Contract 6260. The contract was with Don Greene Construction, Inc., and was for grading and stone base on the Meyers Canyon-Mitchell Section of the Service Creek-Mitchell Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 17, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
V. D. Wolfe
L. H. Young
C. H. Maison

RECEIVED
SEP 17 1963

FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Sept. 16, 1963

General Insurance Co.
c/o Huggins Insurance
373 Church Street N. E.
Salem, Oregon

143

Re: Power Line Damage
Meyers Canyon-Mitchell Sec.
Service Creek-Mitchell Hwy.
Wheeler County
Contract No. 6200

Gentlemen:

We are forwarding to you copies of our entire file on the above claim, consisting of:

1. Letter dated Aug. 9, 1963, from the claimant to this Department, with enclosures.

2. Report dated Aug. 21, 1963, from A. H. Clarke, Resident Engineer.

3. Report dated Aug. 27, 1963, from F. D. Morgan, Construction Engineer.

4. Letter dated September 3, 1963, to claimant from Lloyd P. Shaw, Asst. State Highway Engineer.

5. Letter bearing even date herewith, to claimant from the undersigned.

For your information and assistance, we also enclose a copy of our contract with Don Greene Construction, Inc., and copies of pertinent extracts from our Standard Specifications for Highway Construction (issue of May 1, 1954) which also form a part of this contract. We particularly direct your attention to pages 4 and 5 of the contract, and to Art. 1.7.12 through 1.7.16 of the Standard Specifications.

Note

While, as indicated in our enclosed letter to the claimant, we do not believe that there is any liability

NOTED
LLOYD P. SHAW

on the part of the State or its personnel, we recognize the possibility that the powderman and other employees of the contractor might be held to be our "borrowed servants," despite the contractual provisions indicating a contrary intention.

If we can be of further assistance to you regarding this matter, please feel free to let us know.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
enc.

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. Frank Morgan
Mr. L. I. Lindas

RECEIVED
SEP 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 90M 8-62 43008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1963

SUBJECT: Power Line Damage
Meyers Canyon-Mitchell Section
Service Creek-Mitchell Highway
Wheeler County
Assignment: 143-LPS

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Herewith you will find a copy of letter dated August 21, 1963, from Mr. R. H. Clark, Resident Engineer, which explains the circumstances regarding the damage to the power lines on this project.

This letter is self-explanatory and it is our opinion that this bill should be referred to the contractor for payment, since the State did not dictate the manner in which the work was to be done. The Standard Specifications bind the contractor, as cited in Mr. Clark's letter, and the Special Provisions state: "All employees and other personnel furnished by the contractor pursuant to the requirements of the contract shall be and remain during the performance of said contract the sole employees of the contractor and not of the State." It is further provided that it is the contractor's responsibility to determine the kind of explosives to use and all other supplies necessary to make the best use of the explosives.

This has been discussed with Mr. Alan Johansen of our Legal Section and it is his opinion that this matter should be referred to our insurance company before we go on record stating our position to either the power company or the contractor.

This involves damages on an equipment rental project where there could be some doubt as to whether the State or the contractor is the responsible party, and any action taken here may set a precedent for claims on future contracts. Therefore, it is recommended that this be referred to our Legal Section and insurance company for appropriate action.

F. D. Morgan
Construction Engineer

RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjh
Attachment

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 21, 1963

SUBJECT: Power Line Damage
Meyers Canyon-Mitchell Section
Service Creek-Mitchell Highway
Wheeler County
Assignment: 143-LPS

To: Mr. Dean Swift
Division Engineer
Oregon State Highway Department
Bend, Oregon

I have investigated the matter of power line damage done by blasting on the Meyers Canyon-Mitchell Section, and cannot see where the State Highway Department is in any way responsible.

This work was being done under a regulation contract on an equipment rental basis. We had time in the contract for air compressor, jack hammer, explosives and powder man. The work was being done in solid rock, which is common knowledge, has to be shot to be moved.

Mr. Greene was on the job acting in the capacity of Job Superintendent as required by the contract, and the powder man who did the shooting was on Greene's payroll and under his supervision.

There had been some discussion between Mr. Greene and Jonas Hammack, our inspector for the job, in regard to the shooting of this particular area as they had made several light shots with very little results, and Mr. Hammack had suggested they use some "Lifter" shots. However, the contractor elected to drill and load quite heavy. In fact, after the shot when it was apparent there was considerable damage, Mr. Greene remarked he guessed the powder was loaded too heavy.

Mr. Greene did not alert the power company that a shot was to be made. However, Mr. Hammack had taken that precaution and a power company crew was standing by.

Mr. Swift and I were on the job when this particular shot was made, on June 14th, and I firmly believe it was neglect on the part of the contractor and he is bound by the contract and the Standard Specifications, particularly Section 7, Articles 1.7.16 and 1.7.17.

R. H. Clark
Resident Engineer

RHC/pp

Blair
Warfield

NOTED - G. W. MARTIN

PLEASE RETURN TO
LLOYD P. SHAW

REA

COLUMBIA POWER CO-OP ASSN.

OREGON 37 WHEELER

MONUMENT, OREGON

August 9, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Enclosed is a billing for repair of damage to our power line caused by blasting on the highway construction job just north of Mitchell, Oregon, on the Mitchell- Service Creek Highway.

We originally mailed the billing to Don Green Construction Company as they were the ones doing the work. We are also enclosing a copy of a letter from their insurance company wherein they state you are the responsible party. We would appreciate your letting us know if they are correct and if so would appreciate your putting this in line for payment.

Carter

If there is any more information needed please let us know.

Yours very truly,

Jack O. Sweek

Jack O. Sweek
Asst. Mgr.

RECEIVED
AUG 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1963
OREGON
STATE HIGHWAY COMMISSION

August 7, 1963

Columbia Power Coop Assn.
Monument, Oregon

Re: Don Owens Construction Company

Gentlemen:

I am forwarding your bill for the repair to your equipment as this bill should be taken care of by the State Highway Department.

Mr. [illegible] was working for the State on an hourly basis and they were in full charge of the work and blasting operations. Inspector Jason Kunlich ordered the blasting done and supervised this part of the work. Since this is the case the responsibility for the damage to your property rests with the State Highway Dept.

Trusting this will be satisfactory, we are

Very truly yours,

Heartland Insurance Agency
By:

Earl L. Heartland
Earl L. Heartland

ELH:m

cc: Don Owens Construction Company
Salem, Oregon

[illegible]

[illegible]

Columbia Power Coop. Assn.
MONUMENT, OREGON

Order No. _____ Dept. _____ Date June 24 1963

Name Oregon State Highway Dept.

Address Salem Ore. City _____

Ship To ~~Poles~~ for repair of damage to line caused by

Address blasting for highway on Mile Hill City Seven Creek Highway

WHEN SHIP	HOW SHIP	TERMS	BUYER	SALESMAN

37 hrs	Labor. 7 men overtime + double		264	23
1	Pole	28.90	28	90
8	Suspension Insulators	5.50	28	40
2000'	#2 HCSR 220 #'s @ 32		70	40
1000	#4 " " 70 #'s @ 32		22	40
8	Splicing sleeves	1.10	8	80
3	Machine Bolts.	60	1	80
16	Washers square	08	1	28
360	miles @ 12¢ Trucks, #2 #3 #5		43	20
			$ 469.	41

5H 55 Rediform

RECEIVED
SEP 24 1963

FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Sept. 13, 1963

Mr. Jack O. Sweek
Assistant Manager
Columbia Power Co-op
Oregon 37 Wheeler
Monument, Oregon

Re: Power Line Damage
Meyers Canyon-Mitchell Section
Service Creek-Mitchell Highway
Wheeler County
Contract No. 6260

Dear Mr. Sweek:

Your claim for the above damage has been referred to the undersigned. While we are of the opinion that, under the terms of our contract with Don Green Construction Inc., the contractor is responsible for this damage, we are nevertheless forwarding this matter to our employees comprehensive liability insurance carrier for their determination. We assume that you will be contacted directly by them in due course.

Yours very truly,

L. I. LINDAS
Chief Counsel

NOTED
LLOYD P. SHAW

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
L. I. Lindas

RECEIVED
SEP 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 24~~s~~ 23, 1963

Section Meyers Canyon - Mitchell

Kind of work Grading & Stone Base

Highway X Service Creek-Mitchell County Wheeler

Section prefix 135-1027

Contractor Don Greene Const. Inc.

Contract number 6260

Date of contract April 25, 1963

Specified work days 70

Date work started April 30, 1963

Work days used 70

Project authorization . . . . . $ 103,990.63

Exclusive of engineering . . . . $ 95,244.63

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 95,244.63

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 8,746.00

Engineering cost to date $ 9,000, 102.9 %

Date project was completed August 21, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	None	100%	100%	9,500

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Sub-contractor finished crushing stockpile material on Wednesday Aug. 21.

State forces finished final seal on O - 9 oil mat on Tuesday Aug. 20. Balance of week spent brooming, dressing up shoulders and ditches. Very good job, both grading and oil mat.

Semi-final estimate will be submitted to Division Office next week.

Final Report.

Signed R. H. Clark R H Clark

Address Box 1249, Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4	4		4	
Miles partially completed					
Miles completed	4	4		4	
Total estimated quantities (contract)		28,500	9,500		
Total quantities corrected to date		28,698	Same		
Estimated quantities moved or placed to date		28,698	9,500		
Average daily quantities			792 (12)		
Average daily quantities necessary to complete project on time					
Number shifts per day			1	1	
Hours per shift			9	8	
Average force on project for week			6	7	
Men			3	2	
Supervision			1	1	
Men and trucks under 3 tons			1	1	
Men and trucks over 3 tons			3	5	
Men and tractors					

Equipment used during week: Shovels Loader, Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers 1, Compaction rollers ....., Distributer; water truck, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear and mild all week		
Monday		4	(Subcontractor unable to crush due to fresh oil between the quarry & the stockpile site.)
Tuesday		0	
Wednesday		0	Project Complete
Thursday			
Friday			
Saturday			

FORM E-30X 80M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 22, 1963

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

In answer to your inquiry on one J. C. Weathers and his blast in the Salem Statesman concerning the Meyers Creek-Mitchell Contract.

Mr. Weathers is a man in his middle 40's, a typical cat operator. He is very radical in his beliefs and is always bitching about the way everyone operates except himself. The above was gathered from the State Superintendent on the job. Mr. Weathers is now operating a rubber tired roller on the surfacing portion of the contract. His statement was entirely without foundation. We would have had about three days work for a scraper. The cost of moving in and out would have been considerably more than the cost of moving the material involved. As for a wagon drill, there was absolutely no place on the job that a wagon drill could have possibly been used.

Dean Swift

DEAN SWIFT
Division Engineer

DS:mc

RECEIVED
JUL 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
July 15, 1963

Mr. Dean Swift
Division Engineer
Bend

A blast concerning what is probably Contract No. 6260, Meyers Creek-Mitchell, has appeared in the Salem Statesman in the July 10 edition. Also, the person responsible for the letter published in the Statesman has written us under date of May 8 about the same matter and in the same vein. Probably the date of the letter should have been July 8, rather than May 8 since it was received July 9.

Copies of the Statesman article and the letter signed J. C. Weathers are enclosed. I am not particularly concerned with trying to refute the claims made but would like to know something of the individual. He was probably employed by Don Green, who holds the contract on the Mitchell project. Perhaps your Resident Engineer can make some inquiry as to the man's record on the job.

Please advise.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

NOTED
LLOYD P. SHAW

7-10-63

Statesman Safety Valve

Waste Charged

To the Editor:

I am a subscriber for The Statesman and have been for several years. I am always reading where they want more money for this and that and it makes me sick. Raise taxes. That's all the governor can say. Why don't they start looking around the state highway department? They are wasting almost half the money allotted to hem. We finished a job at Mitchell, Ore. It's being rocked now. It was all bulldozer work, when they should have had something to haul dirt with. You can't move dirt over 100 feet and make any time. We moved dirt 5 and 6 hundred feet, or should I say we wore it out trying to get it where it should be. We wasted dirt that should have been hauled and used There was $122,000 allotted for the job. Wit the right equipment it could have been done for a lot less. Why don't they shake up the highway department?

J. C. Weathers,
820 Ford St. SE

REFERRED TO
Farrest Cooper
BY SECRETARY

May 8. 1963.

J. C. WEATHERS
820 Ford St. S. E.
SALEM, OREGON

State Highway Dept.
Salem. Oregon.

Dear Sir:

I am a taxpayer & a construction worker & from what I have seen makes me wonder what kind some of the highway dept. on the p. of roll.

I'll give one example.

at mitchel ore. a job is being completed. that there was at least $20.000 waisted & 30.000 yds of good dirt. the job was a rental deal all Bull dozer work. & a few Jack hamers. the state could have rented rubber tired rigs of some kind & the dirt that was waisted could have been used to a great advantage to the road.

we moved dirt from five to
six hundred feet with a Bull
dozer. that could have been
moved with a rubber tired
in a third of the time. You can't
move dirt over one hundred ft
& make it pay.

they also rented jack hamers.
for drilling rock. when a wagon
drill would have did it in
two thirds of the time. maybe
it was a slip up some where.
but the people at Oregon don't
like to pay taxes & then have
it wasted.

thanks for J. C. Watkins

6-25-63

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APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

135-1627

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
April 25, 1963

Don Greene Const. Inc.,
805 Liberty Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6260 for the following project:

Grading-stone base on the Meyers Canyon-Mitchell Section of the Service Creek-Mitchell Highway in Wheeler County.

This award was based on your low bid of $88,825.00 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (31AC)

RECEIVED
FEB 27 1963
FOR FILING
135-1027
6260

Salem, Oregon
February 26, 1963

Myers Canyon-Mitchell Section
Service Creek-Mitchell Highway

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Reference is made to your proposal on the Service Creek-Mitchell Highway in which you have broken an estimate into Sections A, B, and C.

Please expand these to include an O-9 oil mat in Sections A and C. This will complete an oil section from M.P. 20.7 to M.P. 23.7. Regarding your comment that extending the oil mat will necessitate eliminating Section A as equipment rental; do not follow this pattern. Retain Section A and overrun your $100,000 limitation to the extent needed to oil this section.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-30 80M 8-62 43606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1963

SUBJECT: Myers Canyon-Mitchell Section
Service Creek-Mitchell Highway

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached hereto is a sketch map showing the Service Creek-Mitchell Highway. It is proposed to expend $100,000 of State funds for improvement of this highway during 1963.

This work will be done on an equipment rental basis and the extent of the work which can be accomplished by expenditure of $100,000 is as follows:

1. Section "A", M.P. 20.7 - 21.4

Grading by Equipment Rental	$ 9,730
Base	10,163
Total	$19,893

2. Section "B", M.P. 23.7 - 24.7

Grading	$26,900
Base	14,520
0-9 Oil Mat	5,110
Total	$46,530

3. Section "C", M.P. 21.4 - 23.7

Base	$33,396
Total	$33,396

Total cost of above work	$99,819

It is proposed to do the grading work on Section "A" and place 8 inches of base rock and 2 inches of leveling course and place no oil. Section "C" between M.P. 21.4 and 23.7 has been graded at the present time by State forces and needs a base surfacing of 8 inches of course and 2 inches of leveling course

and no oiling. Section "B" will be graded by equipment rental requiring the placement of 8 inches of course base and 2 inches of leveling course including an 0-9 oil mat.

It is thought that the accomplishment of the work in this fashion will be of most benefit to the people who use this highway. If it is wished to extend the oil mat to a longer distance, it will be necessary to eliminate Section "A" as equipment rental. I believe the grading and oiling of Section "B", the placing of base rock on Sections "A" and "C" should be adopted as our planned work on this highway.

Please advise if you concur in this recommendation.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc Dean Swift

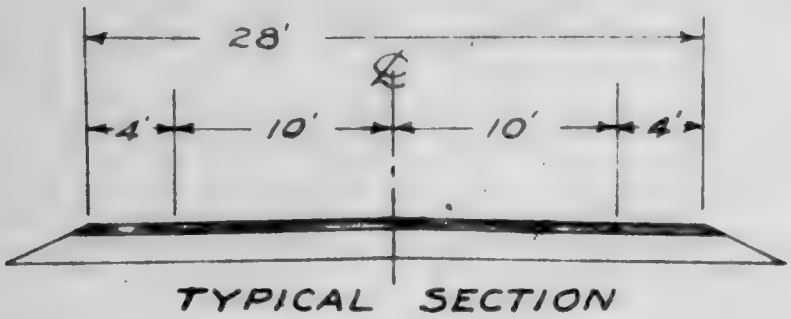
NOTE: M.P. INDICATED ARE SPEEDOMETER RUN

RICHMOND

BEGIN PROJECT
M.P. 5.9

R 22 E

M.P. 6.9
EQUIP. RENTAL 2.5 Mi.
M.P. 9.4



TYPICAL SECTION

Shoofly

Red Mud Creek

M.P. 10.9
EQUIP. RENTAL 2.0 Mi.
M.P. 12.9

Rattlesnake Cr.

Limekiln Cr.

Grids

Creek

M.P. 15.0
EQUIP. RENTAL 3.5 Mi.
M.P. 18.5

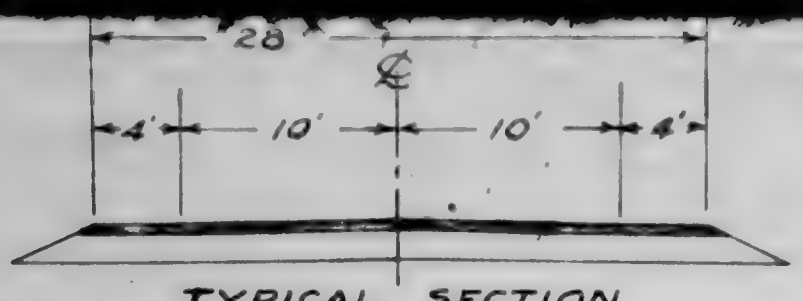
M.P. 20.7
EQUIP. RENTAL 0.7 Mi.
M.P. 21.4

Sec. "A" Grade, 8" base, 2" level } $19,900

Sec. "C" No grading, 8" base, 2" level } $33,400

3 Mi.

Marshall Creek



TYPICAL SECTION

Shoofly

Red Mud Creek

Rattlesnake Cr

Creek

Limekiln Cr.

Girds

Creek

MP 10.9
EQUIP. RENTAL 2.0 Mi.
M.P. 12.9

MP 15.0
EQUIP. RENTAL 3.5 Mi.
M.P. 18.5

MP 20.7
EQUIP. RENTAL 0.7 Mi. Sec. "A" Grade 8" base 2" level $19,900
M.P. 21.4

2.3 Mi. Sec. "C" No grading 8" base 2" level $33,400

1.0 Mi. Sec. "B" Grade 8" base 2" level 0-9 oil $46,500

END PROJECT
M.P. 24.7 $99,800

MP 23.7
EQUIP. RENTAL
MP 24.7

AIRPORT

MITCHELL

Creek

Marshall Creek

PROSPECTUS MAP

RICHMOND RD.-MITCHELL
SERVICE CREEK-MITCHELL HWY.

WHEELER COUNTY

Scale 1" = 1 Mi. 1962

RECEIVED
DEC 4 1962

FOR FILING

135-1027

(w) L-2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1962

SUBJECT: Service Creek-Mitchell Highway

To:

Dean Swift
Division Engineer

Bend

Attached for your information is a copy of the Location Prospectus of the proposed relocation of Richmond Road to Mitchell Section of the Service Creek-Mitchell Highway in Wheeler County including a sketch map and typical section.

This may be of some assistance to you in planning the Extra Gang widening authorized by Mr. Edwards in his letter of November 2. The grade should be widened to the 32' subgrade or 28' surfaced width shown on the typical section. We suggest our winter widening be limited to dice rock, talus, or gravel material, if possible.

Please prepare an Extra Gang Work Order for the 2.5 mile section between MP 18.0 and 21.5 and widening the 2.2 mile section between MP 21.9 and 24.1 and plan to start a crew at your early convenience.

There is some adverse grade north of the Mitchell Hill that may be eliminated in the proposed survey. We suggest you work far enough north to avoid any line change necessary to eliminate this adverse.

ORIGINAL SIGNED BY I. A. DE FRANCE

I. A. DeFrance
Maintenance Engineer

NOTED
TOM EDWARDS

IAD:je
Enclosure

cc Tom Edwards
A. W. Bates

RECEIVED
NOV 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1962
FOR FILING

LOCATION PROSPECTUS
RICHMOND ROAD-MITCHELL SECTION
SERVICE CREEK-MITCHELL HIGHWAY
WHEELER COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Service Creek-Mitchell Highway which is a State Secondary facility on the Federal-aid Secondary System. The northerly terminus is at the junction of Richmond Road and the Service Creek-Mitchell Highway, M.P. 5.78. The southerly terminus is near the west city limits of Mitchell, M.P. 24.7. This survey will cover five separate units of equipment rental work. These units are indicated on the attached map by approximate speedometer mile points as listed:

Unit #1	6.9 - 9.4	2.5 miles
Unit #2	10.9 - 12.9	2.0 miles
Unit #3	15.0 - 18.5	3.5 miles
Unit #4	21.0 - 21.9	0.9 mile
Unit #5	24.1 - 25.3	1.2 miles

The overall combined length is 10.1 miles.

This will be a preliminary survey to prepare plans, specifications and estimates for intermittent widening, straightening and surfacing of the existing highway on an equipment rental basis. The town of Mitchell is at the southerly end of this project and the Mitchell Airport is adjacent to one unit of this project.

The general route will follow, with minor deviations, the existing alignment. Reconnaissance will not be necessary. Soils investigations will be conducted at the time of the survey. An economic analysis is not needed at this time.

The existing 1961 ADT is 60 and the projected 1981 ADT is 110. Traffic and alignment warrant a Class "E" highway with a maximum grade and curvature of 6 per cent and 18 degrees respectively. This will be a two-lane facility with a typical section consisting of two 10-foot travel lanes with 4-foot shoulders. Travel lanes and shoulders will be surfaced to a total width of 28 feet.

The rise and fall will approximate that of the existing facility. Proposed curvature data will be determined during the survey.

Access will be limited as to location, width and unrestricted as to land use. There are no railroad crossings or major stream crossings.

RECEIVED
FOREST COOPER

The tentative base design for construction is:

Wearing Surface	3/4"	0-9
Top Course Base	2 "	Level
Bottom Course Base	12 "	Pit Run
Total Depth	14-3/4"	

(Base design is subject to change upon completion of soils investigation.)

Material sources will be located during the survey.

Agreements will not be required with Wheeler County.

There are no existing State parks or roadside rest areas affected by this project.

November 23, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE: M.P. INDICATED ARE SPEEDOMETER RUN

RICHMOND

BEGIN PROJECT
M.P. 5.9

R. 22 E.

207

MP 6.9
EQUIP. RENTAL 2.5 MI.
MP 9.4

28'
4' 10' 10' 4'

TYPICAL SECTION

Shoofly

Red Mud Creek

MP 10.9
EQUIP. RENTAL 2.0 Mi.
M.P. 12.9

Rattlesnake Cr.

Limekiln Cr.

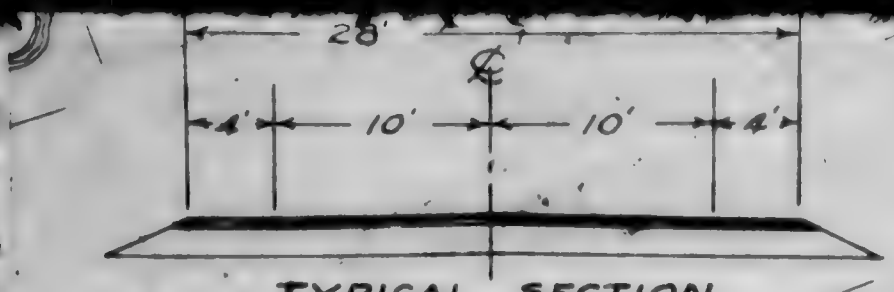
Girds

Creek

M.P. 15.0
EQUIP. RENTAL 3.5 Mi
M.P. 18.5

MP 21.0
EQUIP. RENTAL 0.9 Mi.
MP. 21.9

Marshall Creek



TYPICAL SECTION

Shoofly

Red Mud Creek

Rattlesnake Cr.

Creek

Limekiln Cr.

Girds

M.P. 10.9
EQUIP. RENTAL 2.0 Mi.
M.P. 12.9

M.P. 15.0
EQUIP. RENTAL 3.5 Mi.
M.P. 18.5

Creek

M.P. 21.0
EQUIP. RENTAL 0.9 Mi.
M.P. 21.9

Creek

Marshall

207

M.P. 24.1
EQUIP. RENTAL 1.2 Mi.
M.P. 25.3

END PROJECT
M.P. 25.3

AIRPORT

MITCHELL

Creek

PROSPECTUS MAP

RICHMOND RD.-MITCHELL
SERVICE CREEK-MITCHELL HWY.

WHEELER COUNTY

Scale 1" = 1 Mi. 1962

15-1009 Valley View Rd. Intersection, 1963
Pacific Hwy., Traffic Signal Instal.
#6261

RECEIVED
AUG 23 1963
FOR FILING

L - F - 7

6261

August 23, 1963

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

On August 5, 1963, we wrote to you concerning release of final payment on contract #6261, awarded to Trowbridge & Flynn Electric Co., for traffic signal installation on the Valley View Road on US99 (Rogue Valley) Highway in Jackson County.

Final payment on this contract is $879.42 and the total contract amount is $5,065.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Security Ins. Agency
48 Hawthorne Avenue
Medford, Oregon

cc: Trowbridge & Flynn Electric Co.,
29 W. Main Street
Medford, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
AUG 5 - 1963
FOR FILING

12-1-07
6261

August 2, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 24 on Contract No. 6261. The contract was with the Trowbridge & Flynn Electrical Company for work on the Valley View Traffic Signals on the Rogue Valley Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective August 2, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
MAY 28 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1963

SUBJECT:

To: D. B. Parkes
Contract Payments

O F F I C E

Trowbridge & Flynn Electric Company began work on the Valley View Traffic Signals installation on U. S. 99 (Rogue Valley) Highway in Jackson County, Contract No. 6261, on May 13, 1963.

ORIGINAL SIGNED

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 25, 1963

1-1009
121

Trowbridge & Flynn Electric Co.,
28 West Main Street
Medford
Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6261 for the following project:

Traffic Signal Installation on the Valley View Road Intersection of Pacific Highway in Jackson County.

This award was based on your low bid of 16,065.00 which was submitted to the Commission on ~~April 23, 1963~~, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SLAC)
I. D. Merchant

10-8307 Milo-Jackson Co. Line Rock Prod. 1963
Proj., Tiller-Trail Hwy.
#6262

RECEIVED
AUG 30 1963
FOR FILING

August 30, 1963

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On July 25, 1963 we wrote to you concerning release of final payment on contract #6262, awarded to Beckley & Thomas Rock Products, Inc., for rock production on the Milo-Jackson County Line of the Tiller-Trail Secondary Highway in Douglas County.

Final payment on this contract is $1,590.69 and the total contract amount is $53,225.15. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Beckley & Thomas Rock Products, Inc.
1494 N. E. Stevens
Roseburg, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL 25 1963
FOR FILING

6262

July 24, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 21 on Contract No. 6262. The contract was with Beckley and Thomas Rock Products, Inc., and was for rock production on the Milo-Jackson County Line Section of the Tiller-Trail Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 24, 1963, and that you concur in this procedure at the Commission meeting August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1963

Section Milo-Jackson County Line

Highway Tiller-Trail County Douglas

Contractor Beckley & Thomas Rock Products, Inc.

Date of contract April 25, 1963

Date work started April 29, 1963

Project authorization . . . . . $ 57,960.00

Exclusive of engineering . . . . $ 53,838.40

Kind of work Rock Production

Section prefix 10-8307

Contract number 6262

Specified work days 70

Work days used 29

Per cent of time elapsed 41.4 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 53,223.15

Estimated per cent [redacted] underrun . . . . . 1.14 %

Per cent of contract completed, based on estimated cost . . . . . %

Engineering authorization . . . . $ 4,121.60

Engineering cost to date $ 3,250.00, 79 %

Date project was completed 6-21, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job complete.
Semi-final estimate submitted to Division Office Thursday.

Final Report

CONSTRUCTION DIVISION
RECEIVED
JUL 15 1963
NOTED

NOTED
JOHN R. OAKES

Signed O. B. Jackmond

Address O. B. Jackmond, Res. Eng'r
P. O. Box 1128, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			21.59		
Miles partially completed			21.59		
Miles completed			21.59		
Total estimated quantities (contract)			14,000 CY		
Total quantities corrected to date			14,848.5 CY		
Estimated quantities moved or placed to date			14,848.5 CY		
Average daily quantities			0		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	0	
Tuesday	Cloudy	0	
Wednesday	Cloudy	0	
Thursday	Fair	0	
Friday	Fair	0	
Saturday			

RECEIVED
JUN 1 1963
FOR FILING
1307
6262

4/25/63

3g

April 25, 1963

Beckley & Thomas Rock Products, Inc.
1494 N.E. Stephens
Roseburg, Oregon

Gentlemen:

On March 12, 1963, you submitted a proposal in the amount of $51,520 for the Milo-Jackson County Line Rock Production Project on the Tiller-Trail Highway in Douglas County. Yours was the second low bid. The low bid was submitted by Carte Brothers Company, Myrtle Creek, in the amount of $37,240. They refuse to accept the bid.

The State Highway Commission at its meeting today tendered the contract (No. 6262) to you at your bid price of $51,520.

Contract forms will be sent to you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: R. L. Porter
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

April 25, 1963

Carte Bros. Company
Route 1, Box 222
Myrtle Creek, Oregon

Attention: Mr. Earl Carte

Gentlemen:

On March 20 you wrote to the State Highway Commission stating that you could not accept the Milo-Jackson County Line Rock Production Project on the Tiller-Trail Highway in Douglas County on which you submitted the low bid at $37,240 on March 12, 1963. You also stated that a mistake had been made in your computations and that you had placed a unit price of $2.66 in the proposal, whereas you had intended to bid $3.66.

Your request was carefully investigated and the matter was considered by the State Highway Commission at its meeting today. I am sure you will be glad to know that the Commission accepted your refusal of the contract and ordered that your surety be relieved of its obligation on your 5% bid bond submitted with the proposal.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jme

cc: Home Indemnity Company
American Bank Building
621 S. W. Morrison Street
Portland, Oregon

Jones Insurance Agency
P. O. Box 11
Myrtle Creek, Oregon

R. L. Porter
L. H. Young

Frank Morgan
R. G. Savage (SIAC)

FORM E-823X 50M-3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

*3j

April 23, 1963

Oregon State Highway Commission

Gentlemen:

On March 12 bids were opened on the Milo-Jackson County Line Rock Production Project on the Tiller-Trail Highway in Douglas County. Four bids were received, as follows:

Contract 6-206

Carte Bros. Company, Myrtle Creek	$37,240.00
Buckley & Thomas Rock Products, Inc., Roseburg	51,520.00
Roseburg Sand & Gravel Company, Roseburg	53,148.00
Southern Oregon Crushing Company, Medford	55,780.00

At the Commission meeting on March 14, the bid of Carte Bros. Company was accepted and the contract was tendered to them. On March 20, a letter was received from the Carte Bros. Company, signed by Earl Carte, in which he said a mistake had been made in their bid and that they could not enter into the contract at the price quoted. He submitted their work sheets and requested that their bid bond be released as their price was based on an arithmetical error.

The Department has carefully examined the data submitted by Carte Bros. Company and there appears to be no question but that an error was made. An examination of the figures rather clearly indicates that they intended to bid $3.66 per cubic yard rather than the $2.66 that they submitted.

It is recommended that Carte Bros. Company bonding company be relieved of their obligation in the matter and that the

E.R.

contract be tendered to the second low bidder. This, from the preceding tabulation, is Beckley & Thomas Rock Products, Inc., who bid $51,520. The Engineer's estimate was $52,500.

This matter will be on the agenda for the April 25 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young

4/22/63

Mr Thom... of Cook & Thom... informed me by Phone that Their Company would accept a contract on the Miss.-Jackson Co. Line Toll Position project at the origina' bid price of $3.62 per cubic yard for a total of $51,520.00.

NOTED
R. L. PORTER

Mc-Town Co. Lowest Bid Tabulation

Move in	0.25
Staking	0.10
Drill & Shoot	0.45
Load & Haul to Cr.	0.35
Crush	1.00
Haul to Str	0.51
Stockpile	0.10
	2.76
+15% Sup. & O'head	.41
Contractor Cost	3.17
+15% Profit	.48
Fair Bid	3.65

37240

2nd Bidder -	3.68	-	Beasley & Jones
3rd -	3.80	-	Roseburg Sand & Gravel
4th -	3.98	-	Southern Oregon Crushing Co.
Engineer's Est.	3.75		

FORM E-123X 50M 6-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 22, 1963

Carte Bros. Company
Route 1, Box 222
Myrtle Creek, Oregon

Attention: Mr. Earl Carte

Gentlemen:

In this morning's mail we received your letter of March 20 stating that you had made a mistake in putting down the unit bid items in your proposal for the Milo-Jackson County Line Rock Production Project in Douglas County, on which project bids were received March 12.

You state that by mistake you placed the figure of $2.66 per cubic yard in the proposal, whereas it should have been $3.66.

I am forwarding your letter and the work sheets attached to it to Mr. Forrest Cooper, State Highway Engineer, for investigation. When a decision has been reached I will let you know. The next Highway Commission meeting is scheduled for April 25, and a final decision may not be reached before that time.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Forrest Cooper

RECEIVED
MAR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—50M—11-61—40831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

March 21, 1963

To: MEMO TO FILES

SUBJECT: Carte Bros. Company

On Tuesday, March 19, Mr. Carte of Carte Brothers Company, Myrtle Creek, came into my office concerning the contract awarded to them on March 14 for rock production on the Tiller-Trail Highway about 17 miles east of Canyonville.

Carte Brothers bid $37,240. The next low bid was made by Beckley and Thomas Rock Products, Inc., for $51,520. Mr. Carte stated that he had made a mistake in transferring figures from his worksheet to the proposal form and had put down $2.66 per cubic yard, whereas he had intended to bid $3.66 per cubic yard. He indicated that his price was too low and he would submit a letter stating he did not wish to accept the contract.

Porter

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary

FQ:fkn

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Carte Bros. Co.

Myrtle Creek Ore.
3/20/63

State Highway Comm.

Gentlemen

Recently we bid on rock production project on Tiller trail highway, section Milo-Jackson county line.

In puting the figures down on paper, I mistakenly put the following figures as follows, $2.66 per yard and should have been $3.66 per yd.

I figured my haul,blasting and crushing, however I did not figure the total amount bid at $3.66 per yd, and in writing the price inx the bid form I put the $2.66 and then totaled the gross amount.

This mistake was not detected untill we were notified of the bid results.

We are A very small company and to loose our bid deposit would be quite notiseable and to go ahead and do the project would be even worse.

If their is any way you can help us to either get more for the job or be relieved of our obligation,it would be appreciated very,very much,We could break even at$3.16 per yd. and would be happy to do the job for that,However,please do the best you can and we will abide by your decision.

Inclosed is the work sheets showing our estimate was $3.66 and for some reason or another unknowen to me I put $2.66.

Yours truly

Carte Bros Co.

Earl Carte

- Hauling = .071 per Yd
Blasting .45 " "
Crushing 3.50 " "

$3.66

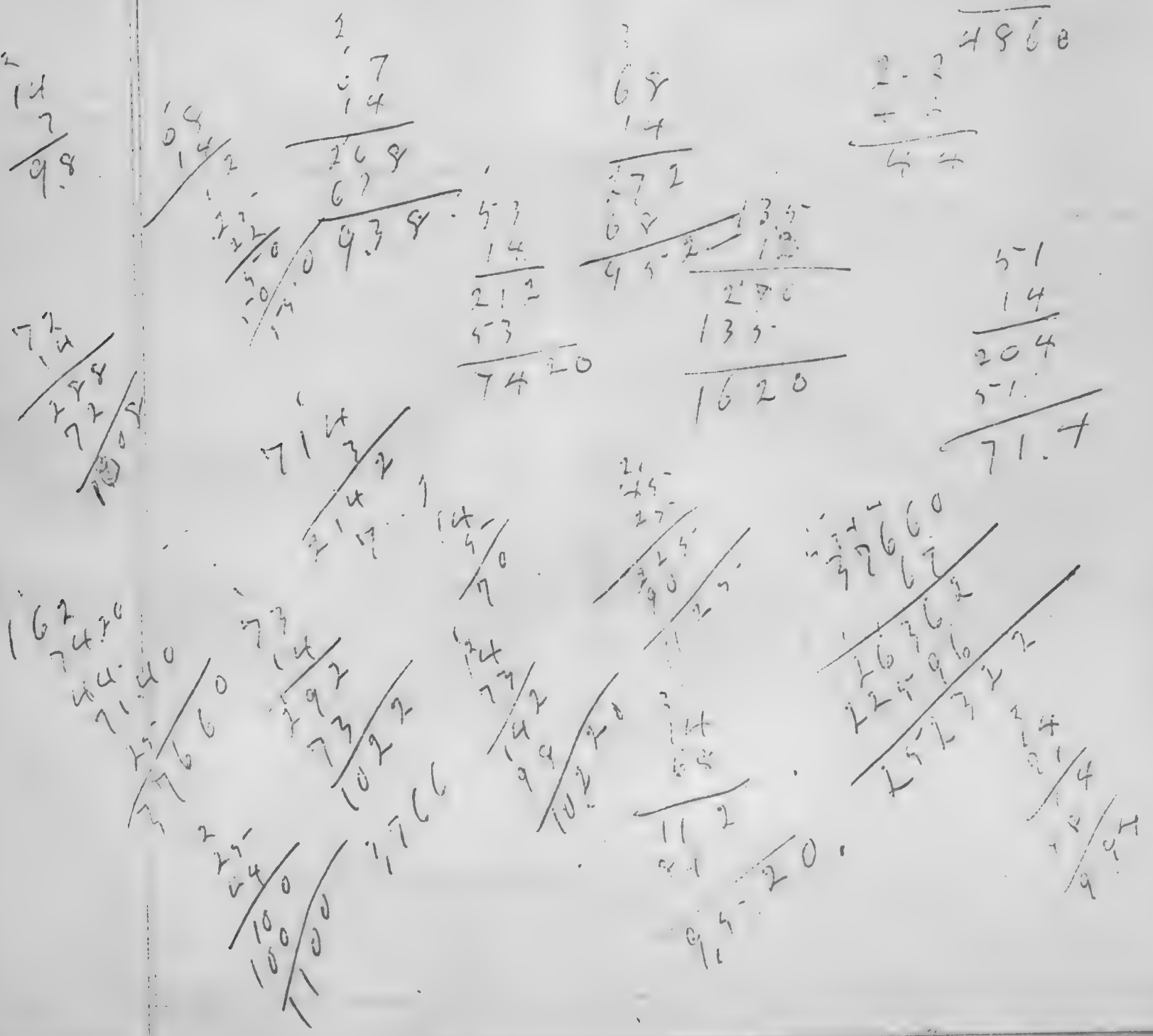
Wood — .40
Front end loader — .25
Stacking — .15
Cabin — — .50
Mowing — — .20
1/4 Crushing + FUEL. 1.00
per ton.

71/14

$2.50

18/99 40

	miles	per yd.	Yd miles		
Ft pit.	A. 13.5	— 62	— IE.	4.860.00	— 3000.—
	B 5.3	74.20	— IE	742.00	— 1000.—
	C 2.2	44	— IE.	1100.00	— 2500.—
	E 5.1	71.40	— IE	2142.00	— 3000.—
	D — 00	— 25.	=	1127.00	— 4500.—
	miles —			9.969.00	— 14000 Yds



S-506(1) North Ten Mile Lake Bridge, 1963
North Lake Co. Rd.
#6263

CxH
2607

Jas Coos Co

RECEIPT Date July 22 1964 No. 6074

Received From Ore. St. Highway Dept.

Address Salem, Ore

One thousand two hundred two and 61/100 Dollars $1202.61

For refund on F.A.S. projects.

ACCOUNT			HOW PAID		
AMT. OF ACCOUNT			CASH		
AMT. PAID			CHECK	✓	
BALANCE DUE			MONEY ORDER		

Board of Commissioners
of Coos County, Oregon
by Ida M. Liles
Secretary

By

8K 808 Rediform

fas 890
Coos Co

NOTED
H. S. COX

NOTED
P. B. Arensmeier

June 22, 1964

NOTED
DON HARWELL

Board of Commissioners
Coos County
Courthouse
Coquille, Oregon

NOTED
R. M. ALLISON

File Proj S-506(1)

Gentlemen:

Final costs are now available on the North Ten Mile Bridge Section, FAS 890, Contract No. 6263, and the Salmon Creek grading section of FAS 806, Contract No. 6141, as shown on the enclosed cost statement.

In accordance with agreements dated March 14, 1963 and January 19, 1962, the amount of $1,953.24 is due the County.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

See Co Rds, Gen'l
For 1963 Concap re improvement
by County of section Northeasterly
of this bridge — to accomodate
Log Hauling

NOTED
V R JONES

fas [redacted]890
Coos

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-17-64	CC 876		506-1006-297

INVOICE NUMBER: 81901

Coos County
Courthouse
Coquille, Oregon
Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: North Ten Mile Bridge Section, FAS 890. Covered by agreement dated March 14, 1963.			
NOTED OCT MAXWELL			
County advance deposit		12,200.00	
Less amount previously transferred		9,200.00	
			3,000.00
County's share as per attached statement		10,997.39	
Less amount previously transferred		9,200.00	
			1,797.39
To be refunded			1,202.61

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

County of Coos

COQUILLE, OREGON

NOTED
M.S. COX

NOTED
DON HALWELL

NOTED
P. B. Acumulo.

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

December 5, 1963

NOTED
R. M. ALLISON

Mr. H. S. Cox
City & County Relations Engineer
State Highway Commission
Salem, Oregon

NOTED
R. H. PRANCE

Dear Cy,

On December 4th, 1963, the Coos County Board of Commissioners met with your engineer, Mr. Gene Ash, at the new North Lake Bridge (Fas.# 890). The purpose of the meeting was to inspect the structure.

At the outset let us state that we do hereby accept the structure as constructed, but, we would like to bring to your worthy attention our firm belief that the drainage system for said structure is inadequate, and will not completely serve the purpose for which it was designed.

The next time you are in this area, we would be pleased to go over this catch basin problem with you at the bridge site.

Yours sincerely,
Board of Commissioners

J. J. Geaney, Chairman

Charles W. Mahaffy, Commissioner

Howard B. Lentz, Jr. Commissioner

RECEIVED
DEC 9 1963
ENGINEER
COUNTY & CITY DIVISION

HBL:il

NOTED
V. R JONES

RECEIVED
DEC 5 - 1963

FOR FILING

6 2 13

December 4, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On November 1, 1963, we wrote to you concerning release of final payment on contract #6263, awarded to Baughman & Son, for construction of the North Ten Mile Lake Bridge on the North Lake County Road (FAS 890) in Coos County.

Final payment on this contract is $3,225.10 and the total contract amount is $54,399.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Baughman & Son
296 North 14th
Coos Bay, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 1 1963
FOR FILING

October 30, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 11 on Contract 6263. The contract was with Baughman & Son for work on the North Ten Mile Lake Bridge on the North Lake County Road in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 30, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

August 14, 1963

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
DON HARWELL

Gentlemen:

In reply to your letter of August 5 wherein a lakeside property owner has requested abandonment of a portion of county right-of-way near Ten Mile Lake bridge on FAS 890, I would advise that this is a county problem entirely, but might add the following observation.

Does Mr. Wilkins own the property southeasterly of the bridge? There is a kink in the present alignment that needs straightening and a trade might be made. Also, a trade might be made for additional right-of-way northwesterly of the bridge approach. In any event I would believe that abandonment of any right-of-way should be approached very cautiously, particularly in areas where purchases have been made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

N. S. Cox
County and City Engineer

NSC:mm

County of Coos

COQUILLE, OREGON

RECEIVED
AUG - 6 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

NOTED
V. R. JONES

NOTED
H. S. COX

August 5, 1963

Mr. H. S. Cox
City & County Relations Engineer
State Highway Department
403 State Highway Building
Salem, Oregon

Northeastern Mile Lake Bridge
FAS 890

Dear Cy,

Mr. Wilkins and his attorney Mr. Ben Flaxell were in the office requesting that the County release to them the portion of County road not used in the present relocation of the County road at the new bridge at Lakeside.

We told Mr. Wilkins that this bridge project was being constructed under State Highway Department Engineers and the County had to guarantee right of way for the project.

Also brought out the fact that the State was not satisfied with the right hand side of the County road on the approach to the bridge from the town of Lakeside.

Before we would agree to any vacation of County road at this site it would have to have the approval of the State Highway Engineering Department.

Any plan to vacate portions of the old county road was not included in the option that Mr. Barklow and Mr. Wilson obtained from Mr. Wilkins.

Will await a reply from you on this right of way before taking any action.

Yours sincerely,
Board of Commissioners

J. J. Geaney, Chairman

Charles W. Mahaffy, Commissioner

Howard B. Lentz, Jr. Commissioner

JJG:il

NOTED
R. M. ALLISON

RECEIVED
JUN 13 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 169

PROJECT REPORT NO. 4

FORM PR-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-10-63

STATE: Oregon

COUNTY: Coos

PROJECT NO.: S-506(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. N. Ten Mile Lake Canal — N. E. Lakeside

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-28-63	0.037
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 59,303.00	$ 37,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Slater
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)
By: L. K. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-506(1)

NORTH TEN MILE LAKE BRIDGE ON THE

NORTH LAKE ROAD (FAS 530) IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 13, 1963

Type Code 10021
North Ten Mile Lake Bridge (Br. #9195)(Sta. 8+18.60 to Sta. 10+14.00)(Contract 6263)

Furnish Treated Timber Piling	2,925 lin.ft.	$ 1.40	$ 4,095.00
Drive Timber Piles	63 only	70.00	4,410.00
Class "A" Concrete (290 cu.yds.)	All Required		20,500.00
35' to 40' Type II Prestressed Beams	20 only	470.00	9,400.00
50' to 55' Type II Prestressed Beams	5 only	665.00	3,325.00
Metal Reinforcement (43,500 lbs.)	All Required		7,000.00
Metal Parapet Railing	400 lin.ft.	8.50	3,400.00
Treated Timber in Place	4 M-FBM	390.00	1,560.00
8-inch Metal Drain Pipe	60 lin.ft.	3.70	222.00
	Subtotal		$53,912.00
	10% Engr. & Cont.		5,391.00
	Total		$59,303.00

Length of Structure - - - - - - - - - - - - - - - - 0.037 mile

Federal Funds -	$37,300.00
State Funds -	11,001.50
County Funds -	11,001.50
	$59,303.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939.

Funds for Maint.: Chap. 529, laws, 1939.

FORM E-20X—80M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1963

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
O F F I C E

SUBJECT: Coop. Constr. Agreement
North Ten Mile Lake Bridge
S-506(1), FAS 890
Coos County

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the proper local officials and are now ready for your signature and certification by the secretary.

The estimated total cost of said project is $60,800 which will be 60% federal, 20% state, and 20% county, or say approximately $37,000 federal, 12,000 state, and 12,000 county.

The project was previously approved by the Commission on March 14, 1963.

H. S. Cox
County and City Engineer

By
Don Harwell

Don Harwell
Mapping & Records Engineer

DH:mm
Att.

cc: Floyd Query
L. H. Young

RECEIVED
APR 1 1963

Mark

RECEIVED
JUN 6 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6263

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 5, 1963

Mr. M. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: N. Ten Mile Lake Bridge
N. Ten Mile Lake County Rd.
Contract No. 6263
FAP No. S-506(1)

Dear Sir:

Baughman & Son began work on the North Ten Mile Lake Bridge on the N. Ten Mile Lake County Road in Coos County, Contract No. 6263, Federal-aid Secondary Project No. S-506(1), on May 23, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: D. B. Parkes
Floyd Query
C. H. Maleon
L. M. Young

NOTED
H. S. COX

May 9, 1963

NOTED
DON HARWELL

NOTED
V. R. JONES

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
R. H. PRANGE

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $12,200 for construction of the North Ten Mile Lake Bridge on FAS 890.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise this office and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
R. H. PRANGE

Robert H. Prange
Field Engineer

JDG:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-1-63	CC 897		506-1301-897

INVOICE NUMBER 78597

NOTED
DON HARWELL

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

.
.
.Coos County
.Courthouse
Coquille, Oregon

NOTED
R. H. PRANGE

Attention: Board of Commissioners

	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of county's advance deposit for the North Ten Mile Lake Bridge, FAS 890. Covered by agreement dated March 14, 1963.			
Advance Deposit			12,200.00
Partial transfer of County Deposit			9,200.00
To be retained			3,000.00

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ...

By CAB

RECEIVED
MAY - 3 1963
ENGINEER
COUNTY & CITY DIVISION

A 150 (REVISED 7-60)

RECEIVED
MAY 21 1963
FOR FILING

April 25, 1963

Baughman and Son
296 N. 14th Street
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, accepted your proposal for construction of North Ten Mile Lake Bridge on North Lake County Road in Coos County for the sum of $53,912.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6263. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Portland
Daily Journal of Commerce, Seattle 4, Wn.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

RECEIVED
APR 16 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 7

Salem, Oregon
April 15, 1963

Coop. Constr. Agreement
North Ten Mile Lake Bridge
S-506(1), FAS 890
Coos County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a conformed copy of a cooperative construction agreement with Coos County covering the above-named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Coos County Court.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED
JOHN D. GRAHAM

MEMO TO J. W. NASH

Date: March 22, 1963

FAS 890, COOS COUNTY NORTH TEN MILE LAKE BRIDGE

NOTED
DON HARWELL

TERMINI: Bridge over Ten Mile Lake Canal approximately 0.3 mile easterly of Lakeside.

PROPOSED WORK: Construct a reinforced concrete bridge 196' long, 26' wide

NOTED
H. S. COX

PROJECT LENGTH: 0.037 mile

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$65,000	$39,000	$13,000	$13,000	(County)

EXISTING FACILITIES: Timber 'A' frame truss with pile trestle approaches 181' long and 15'2" wide. Truss members and stringers are in a decayed condition.

NOTED

ADJACENT SECTIONS:

~~NORTH~~/EAST END: 28' crushed rock surface with 28' roadway.

~~SOUTH~~/WEST END: 28' crushed rock surface with 28' roadway.

PROJECT DATA: Construct a reinforced concrete bridge 196' long and 26' wide. There is a 3½' sidewalk on the northerly side. The new bridge will be constructed on new and improved alignment on a 1.0 mile section of newly constructed road built by the County. The road has been built to proper standards for mountainous country.

RIGHT OF WAY: 60' minimum both for alignment and grade.
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is an important log hauling route as well as farm to market. A large timber sale from public lands has just been held and the logs will be transported over the new bridge. This is a school bus and mail route.

2-28-63

COOS COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 890, North Lake Road, North Ten Mile Lake Bridge, $65,000.

The proposed project is for the replacement of the present narrow and understrength timber truss structure with a concrete bridge having a roadway 26' in width. The county is constructing the road work in connection with the bridge project on new and improved alignment. The county wishes the project to be contracted as early in 1963 as possible. The county has provided a vicinity map in order to expedite the designing of the structure.

Comm approved
3-14-63

63-b
2/28/63

BRIDGE PROJECT REQUESTED BY Coos COUNTY Date Feb 27, 1963

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? _✓_Yes ___No

NOTED
R. H. PRANGE

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

NOTED
V. R. [illegible]

1. County Road Name North Lake County Road

   FAS Number 890

2. Name of river or stream _____

3. Name of bridge North Ten Mile Lake Bridge

4. Location (Please attach map with location marked):

   Section_____ Township_____ Range_____ W.M.

5. Desired width of bridge _____

6. Are sidewalks desired? ___Yes ___No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes ___No

    If "Yes," explain type desired: _____

    _____

11. Will County furnish any materials for bridge? ___Yes ___No

    Explain: _____

    _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes ___No

14. Will County furnish foundation data? ___Yes ___No

ccr-61-a

Revised Plans approved by Co. Commissioners 2-18-63
Transferred to Br. 2-20-63

cer 61-a

Date ~~October 30,~~ 1962

BRIDGE PROJECT REQUESTED BY ~~Coos~~ COUNTY

Is this to be a County Project? X Yes ___ No

Is this to be a FAS-C Project? ___ Yes X No

Note: For County Road Projects, County is required to pay for all items marked with an asterisk.
For FAS Projects omit questions marked with an asterisk.

1. County Road Name ~~North Lake Road County Road~~ FAS Number 890
2. Name of river or stream ~~Canal between Ten Mile Lake & N. Ten Mile Lake.~~
3. Name of bridge ~~North Lake County Bridge~~
4. Location: ~~17~~ Section ~~23~~ Tnshp. ~~N~~, ~~S~~, R ~~12~~ ~~W~~. W.M.
(Please attach map with location marked.)
5. Desired width of bridge 26 foot roadway
6. Are sidewalks desired? ~~X~~ Yes ___ No
7. Width of sidewalks ~~5.6 feet~~
8. Is sidewalk desired on upstream side of bridge? ~~X~~ Yes ___ No
9. Is sidewalk desired on downstream side of bridge? ___ Yes ~~X~~ No
10. Does County wish a particular type of bridge design? ___ Yes ~~X~~ No
(If "Yes," explain type desired.) _____
11. Will County furnish any materials for bridge? ___ Yes ~~X~~ No
(Explain) _____

*12. Does County wish State Highway Department to run survey and prepare Vicinity map at County expense?
___ Yes ~~X~~ No

13. Will County run survey and furnish vicinity map? ~~X~~ Yes ___ No
14. Will County furnish foundation data? ___ Yes ~~X~~ No

*15. Does County wish State Highway Department to make foundation tests at County expense?
___ Yes ~~X~~ No

CCR 61-a

16. Can road be closed during construction? ___Yes . _x_No

17. Will detour be required? _x_Yes ___~~No~~ Possible to use old bridge.

18. Will detour be constructed and maintained by County? ___Yes _x_No

19. Will detour be constructed and maintained by Contractor? _x_Yes ___No

20. Will County construct approaches or connections? ___Yes _x_No

21. Will Contractor construct approaches or connections under contract?
_x_Yes ___No

22. State width of travelled roadway ~~22 ft.~~. Width of shoulders ~~8 feet.~~

23. Will additional right of way be required? _x_Yes ___No
(Note: Right of way costs must be paid by County.)

24. Will additional right of way be acquired by deed _x_resolution ___?

25. Does County wish State to prepare option forms for County's use in acquiring right of way?
___Yes _x_No

26. Will old bridge remain in place? ___Yes _x_No

27. Will old bridge be removed by Contractor? _x_Yes ___No County option

28. Will old bridge be removed by County? ___Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes _x_No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?
_x_Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?
_x_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. What is the desired date for letting? ~~As soon as possible~~

Remarks ~~Due to plans of Elliot State Forest putting up an estimated~~ 35M per year ~~of State timber that has to come out over this road, makes this bridge an~~ immediate necessisity. The amount of blow down from receat storm make this bridge an emergency in order to salvage as much timber as possible before deteriomation sets in.

By J. J. Keaney
BOARD OF COMMISSIONERS, Chairman

By Wm. Barkdoll
COMMISSIONER

BY Charles W. Mahaffey
COMMISSIONER

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes ___No Size_____

(b) Sanitary sewer mains: ___Yes ___No Size_____

(c) Storm sewer: ___Yes ___No Size_____

(d) Gas mains: ___Yes ___No Size_____

(e) Power lines: ___Yes ___No

(f) Telephone lines: ___Yes ___No

(g) Other utilities? _____

35. What is desired date for letting? _____

Remarks This bridge was requested as a Public Works Accelaritation Project and the same data will be used as a FAS Project

By J. J. Feeney

By Charles M. Mattingly
Asst. Dist. Engr.

RECEIVED
FEB 18 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

February 15, 1963

Howard E. Lantz,Jr.

NOTED
R. H. PRANGE

Honorable Engene Moore
United States Senate
Washington 25, D.C.

NOTED
V. R. JONES

Dear Senator Moore

We have a letter from Forest Cooper of the office of the State Highway Engineer on this bridge project at Lahoside and I will quote paragraph 3 & 4.

"Quote."

"I have just inquired from Mr. Parsons of the B.P.R. the status of this bridge request. He informs me that this request has cleared all B.P.R. offices including those in Washington D.C. and is now confronting the last hurdle of approval on the road to becoming a project. In the meantime the B.P.R. has sent through a special request for haste but action on this request is anticipated to be nil.

It has been our hope that this bridge project could be let April 23. In fact, if it is to do much good this year it must be let by that date."

In our copy of United States Department of Commerce, copy mailed to you November 30, 1962, for Release Wednesday A.M. November 14, 1962. 33 Road Projects Approved under Public Works Program.
Washington $764,000, Idaho $775,000, Oregon $50,000.

We feel we have done everything possible to prove the need and worthiness of this project and if there is any hope that the present administration in Washington intends to help a depressed area now is the time to prove it. We hope that our Senators and Congressmen can take care of this wording in the paragraph 3"but action on this request is anticipated to be nil."

Please let us know if there is any chance for the 50-50 match money by March 1, 1963. This is a must if any good can be accomplished in 1963.

We have the bridge plans drafted by the State Highway Bridge Division. They have been approved by the Oregon State Highway Department. The estimated cost is $64,000.00 to $70,000.00, we would need $30,000.00 to $34,000.00 in match money.

Yours sincerely,
Board of Commissioners

E.J. Ormsby
Chairman

Charles W. Hahaffy
Commissioner

Howard R. Lemm, Jr.
Commissioner

jjc:ll

NOTED
Harold C. Ayers

NOTED
V. R. JONES

February 13, 1963

file
fas 890

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

NOTED
DON HARWELL

Attention: Mr. J. J. Geaney

NOTED
R. H. PRANGE

Dear Bob:

Enclosed please find memo regarding property needs by the Highway Department in North Bend.

Also enclosed are two prints of revamped bridge design at Eastside. If these meet with your approval, please sign in the proper place and return one signed print to this office.

I have just inquired from Mr. Parsons of the B.P.R. the status of this bridge request. He informs me that this request has cleared all B.P.R. offices including those in Washington D.C. and is now confronting the last hurdle of approval on the road to becoming a project. In the meantime the B.P.R. has sent through a special request for haste but action on this request is anticipated to be nil.

It has been our hope that this bridge project could be let April 23. In fact, if it is to do much good this year it must be let by that date. I would therefore suggest the following action if you consider the above mentioned letting date necessary.

Write a request signed by all Commission members requesting this project be placed as an FAS-C project. This request should be mailed from your office no later than March 1, 1963. This office will then place this request on the agenda for the March 14 Highway Commission meeting.

In the meantime, if approval of this project through P.W.A. is obtained, your request will be squelched. Your request for an FAS-C project could be withdrawn and squelched anytime up to and including March 13.

Very truly yours,

NOTED
JOHN D. GRAHAM

Forrest Cooper
State Highway Engineer

By: H. S. Cox
County and City Engineer

HSC:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

TO: D.J. Erbee. cc. W. Wright

SUBJECT: Excess Property.

FROM: H.S. Cox.

DATE: 1-15-63

Coos County Commissioners want to know if State would want any of the following lots in Eastside Lots 5, 27, & 28; Portions of 6, 26 & 1 all in BLK 15 Town of Eastside. & Also a portion of Lot 1 BLK 14. These lots are on Coos River Hwy on "D" St between 10th & 13th Streets. No

North Bend, Midland Addition BLK 10. Lots 17, 18 & 19. These lots would be a good possibility for borrow. There is a sewer assesment against these lots & they will probably revert to the City. Yes

88-26-8 Sta 680+

Clackamas County This County has a number of lots East of Alder Creek on the Mt Hood Hwy. A complete list will be furnished shortly.

Question is the State interested in any of the above listed properties & if so, how soon?

CC - W. Wright.

H.S. Cox (SIGNATURE)

PLEASE REPLY HERE

Coos Co. - Eastside. We do not want.

✓ ✓ - N. Bend, Midland Addn, Block 10. - We will need 15 ft. of R/W plus 10 ft. for slopes across Lots 17, 18 & 19. This also applies to Lots 20, 21 & 22 which are owned by the County but not designated above.

Clackamas Co., Cedar Cr.-Alder Cr. Sect. Lots 32, 33 & 34. We do not want.

✓ ✓, Alder Cr. - Salmon Riv. Sect. TL 16: We need about 0.1 A. off the North end.

✓ ✓, Salmon Riv. - Forest Bdry. Sect. Lot 1, 2, 3, 5, 6, 7, 8 & 9. Block 5 Mountainair Park We need approx. 50 ft. of R/W across these lots. Lot 1, 2 & 3, Block 1 - We need ✓ 30 ft. ✓ ✓ ✓ ✓ ✓. Lot 11, Block 3 We need ✓ 55 ft. ✓ ✓ ✓ this lot.

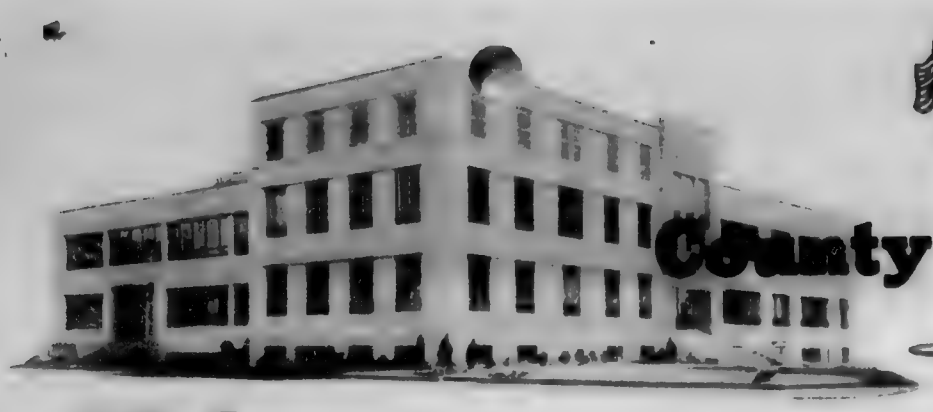
Mt. Hood Wildwood, Lots 22, 26, 27, 33, 34 Block 22 and Lots 18 thru 22, Block 23 - We need the South half (80 ft.).

CC:

(SIGNATURE) (DATE) 1-25-63

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1



County of Coos

COQUILLE, OREGON

NOTED
H. S. COX

BOARD OF
COUNTY COMMISSIONERS

J. J. Geaney
~~Walter Harrison~~
Charles W. Mahaffy
Howard B. Lentz, Jr.

February 7, 1963

NOTED
DON HARWELL

Mr. H.S. Cox
City and County Relations Engineer
State Highway Department
403 State Highway Building
Salem, Oregon

Dear Cy,

Could you bring us up to date on the Bridge plans at Lakeside. The last time I talked with you they were working on the 56 foot span across the channel.

We were particularly interested in what the span changes would have in the bridge costs.

Did you hear anything about the lots along the highway in Eastside.

I was surprised to see that Ellis White is again Chairman of the Roads and Highway Committee of the Association of Oregon Counties. I guess we won't need any improvements on County Roads in Oregon.

The weather down here is great, sun shining and the temperature in the sixties. Dew Drop Inn.

Yours sincerely,
Board of Commissioners

J. J. Geaney, Chairman

Charles W. Mahaffy, Commissioner

Howard B. Lentz, Jr., Commissioner

Answered 2/13/63
H.S.C.

JJG:il

RECEIVED
FEB 8 1963
ENGINEER
COUNTY & CITY DIVISION

477 Cottage Street, N.E.
Salem, Oregon

To Mr. B. M. French, Regional Engineer
08-00.3 Portland, Oregon

February 11, 1963

NOTED
R. H. PRANGE

From A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

NOTED
DON HARWELL

Original signed by
A. W. Parsons
Div. Engineer

Re Oregon -- Presentation of Proposed Federal-aid Accelerated Public Works Projects (Public Law 87-658)

Reference is made to Mr. Dec's January 25, 1963 memorandum to the files regarding proposed PWA financing of the Ten Mile Lake Canal Bridge, FAS 890, in Coos County.

Coos County Board of Commissioner's correspondence attached to Administrator Whitton's January 7, 1963 letter to Senator Morse noted that a 10,000,000 board foot timber sale is being held up awaiting the possibility of getting the above mentioned bridge constructed. Representatives of the State Forester's office indicate that this sale now has been made and access road construction leading to the bridge will be undertaken in the near future.

In view of the apparently urgent need for early construction of the bridge, we would appreciate being advised whether there is a possibility that action on PWA financing will be taken by March 1, 1963. If a longer delay is anticipated, it would appear to be desirable for the Highway Department to prepare the necessary documents for Highway Commission action on March 14, 1963 approving the use of regular Federal-aid secondary funds for the project. The project would then be advertised on April 2 for the April 23, 1963 bid opening. Construction of the bridge would then be completed at approximately the same time as the timber sale access road which would permit hauling to market areas.

NOTED
JOHN D. GRAHAM

RECEIVED
FEB 13 1963
ENGINEER
COUNTY & CITY DIVISION

COOS COUNTY

HIGHWAY DEPARTMENT

P. O. BOX 666 COQUILLE, OREGON

NOTED
H. S. COX

NOTED
DON HARWELL

Jan. 29, 1963

H. S. Cox
County & City Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
R. H. PRANCE

Dear Mr. Cox:

I am writing in reqard to the North Lake Bridge project. We have completed the fill on the North end of the propossed bridge and are also in the process of grading on the South end of the propossed bridge. I am enclosing under seperate cover, the profile that I have leyed out for the project. If there appears to be any change needed will you please notify me.

Thanks for your cooperation.

Very truly yours,

R M Wilson

R. M. Wilson,
Assist. County Roadmaster

RMW:mm

RECEIVED
JAN 30 1963
ENGINEER
COUNTY & CITY RELATIONS

RECEI...
JAN 30 1...
ENGINE...
COUNTY & CITY ...

477 Cottage Street N.E.
Salem, Oregon

FILES

January 25, 1963

T. Dee, Engineering Coordinator
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

NOTED
R. H. PRANGE

Oregon -- Presentation of Proposed Federal-aid
Accelerated Public Works Projects (Public Law 87-658)
Mr. S. E. Ridge's 1/24/63 request via Mr. French

NOTED
JOHN D. GRAHAM

Called Mr. Ridge at 8:15 A.M. on January 25 regarding proposed Ten Mile Lake Canal Bridge, FAS 890, in Coos County.

Explained to Mr. Ridge that the State's status record of FAS funds for Coos County indicated an unprogramed balance of $83,025 and no FAS projects were scheduled for obligation in the State's current schedule of contract lettings up to August 27, 1963. Therefore it had not appeared that the county had plans for using all available regular Federal-aid highway funds. However, many counties are slow in using FAS money so the State permits any county that can do so to also use funds which are to be apportioned the following year. Consequently, the Coos County current unprogramed balance includes fiscal year 1965 funds in the estimated amount of $78,400.

If it can be assumed that only fiscal year 1964 money is involved for each county, then the county meets the criterion of having used up available funds.

Another alternative is that plans are sufficiently advanced to extend Project S-330(2) Coquille River - Beaver Slough Section on FAS Route 677 which could utilize the FAS funds that actually are available from currently apportioned funds. However, no commitment has been made. Mr. Ridge said that we should assume the county will obligate regular FAS money prior to July 1963 and recommend the project on this basis. He said that the FWA funds are subject to a Congressional deficiency appropriation and we probably wouldn't know for two or three months whether such financing will be obtained. I cautioned him that under these circumstances regular FAS funds might be requested before FWA funds are obtained. Will take this into consideration if a regular FAS program request is received.

Cost is still $70,000, Federal funds $44,000, on-site labor 4.7 man-years, total man years 4.8.

Attachment: Coos County Status FAS Funds

RECEIVED
JAN 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

- "Data on Associated Public Works Project in Coos County"

1- Application on Behalf of Coos County was submitted to B.P.R. 11/2/62. At that time all County FAS Funds were comitted on work under contract.

2- County was notified of 1964 Funds apportionment Dec 28, 1962.

3- If County did not have matching funds budgeted for matching FAS funds these funds would still not be available. (County funds for matching ~~a~~ accelerated project ~~from~~ will come from unbudgeted funds secured from back tax payments.

4- Construction of this bridge is vital to a State Timber land sale from which the proceeds accrue to the State School fund. Present structure can not handle log hauling.

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

January 4, 1962

3

Fao 890

Board of County Commissioners
Coos County Courthouse
Coquille, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gentlemen:

In reply to your letter of January 2 regarding the driving of the test piling at the North Two Mile Lake Bridge site, I spoke to Mr. W. C. Hill, Foundations Engineer, and he thought it would be a good idea for the County to drive the piling with county equipment.

I would suggest that you write to Mr. Ivan Merchant, State Bridge Engineer, requesting that Mr. Gene Ash be present and inspect the driving operations.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

cc: Mr. Ivan Merchant
Mr. W. C. Hill

County of Coos

COQUILLE, OREGON

NOTED
H. S. COX

NOTED
DON HARWELL

BOARD OF
COUNTY COMMISSIONERS

J. J. Geaney
Walter Barklow
Charles W. Mahaffy

January 2, 1963

Mr. H. S. Cox
City & County Relations Engineer
403 State Highway Building
State Highway Department
Salem, Oregon

Dear Cy,

How is the New Year starting out for you. We want to thank you for the many times yourself and staff have helped Coos County in the past year.

Mr. Barklow tells us that you would like to see the county drive test piles at the Lakeside Bridge site.

In taking this up with Mr. Wilson, he tells us that a Mr. Bill Hill with the State Highway Department suggested that a test piling be driven by the contractor and used to figure the piling costs.

Gene Ash and Wilson have discussed this and feel it could be done this way and save some money.

We would like to know as soon as possible if you would o.k. this or want us to drive the test piling as Vern Jones and Mr. Barklow discussed it in your office Thursday, December 27, 1962.

Thank you and we are looking forward to seeing you in our County soon.

Happy new year.

Yours very truly,
Board of Commissioners

J. J. Geaney

J. J. Geaney, Chairman

Walter Barklow

Walter Barklow, Commissioner

Charles W. Mahaffy

Charles W. Mahaffy, Commissioner

RECEIVED
JAN - 3 1963
ENGINEER
COUNTY & CITY RELATIONS

JJG:il

Copy to Road Dept.
1-4-62 VJ.

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

MEMO TO THE FILE

November 30, 1962

Tuesday, November 27th, I contacted the Coos County Commission members as well as Coos County Roadmaster and the following points of interest were agreed upon relative to the proposed bridge on FAS 890.

(1) Design should proceed as rapidly as possible. If this bridge cannot be built under the acceleration program, it will be built as a FAS-C project.

NOTED
V. R

(2) This will be a bridge contract only. County will do all grading work necessary and this work will start in a short time and will be completed prior to awarding of a contract.

(3) County will make suggested line change. Survey Crew is presently engaged in this work and will make several additional field ties.

(4) Official name for this bridge shall be North Ten Mile Lake Bridge.

(5) Change sidewalk to westerly side of bridge (upper side of super, right side of roadway.)

H. S. Cox

HSC:eb

NOTED
JOHN D. GRAHAM

c.c. F.D Morgan
Ivan Morehead
J.E. Morelock
V.G. O'Neil

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS

J. J. Geaney
Walter Barklow
Charles W. Mahaffy

November 23, 1962

Mr. H. S. Cox
State Highway Department
403 State Highway Building
Salem, Oregon

Dear Cy;

Would it be possible to let us know if there is any chance of getting an okay on the bridge at Lakeside.

The Elkside lumber Company has been after us to get moving on this project.

I understand the State Board of Forestry has a sale of ten million board feet of timber scheduled for December sale on Benson Ridge. This sale will be delayed pending some definite word on the bridge.

The amount of man months of work involved here looks like this project would have priority.

Any further information we would need to furnish please call on us.

I hope the vicinity map that Wilson sent in had the information Vern needed.

Sorry we could not get the Eastern Oregon boys to come a little further on the new road standards.

Very truly yours,
Board of Commissioners

J. J. Geaney
Chairman

Walter Barklow
Commissioner

Charles W. Mahaffy
Commissioner

RECEIVED
NOV 26 1962
ENGINEER
COUNTY & CITY RELATIONS

AGENCIES - Do not use spaces designated by "C"

Schedule B

PUBLIC WORKS ACCELERATION PROGRAM

ALLOCATION REQUEST FOR FEDERAL-AID PROGRAMS

(Report all dollar figures in thousands)

1. NAME OF AGENCY: Department of Commerce — C:

2. BUREAU: Bureau of Public Roads — C:

3. TYPE OF PROGRAM *(Use classifications and code numbers in Attachment A)* — C:

4. TYPE OF WORK AND NO. OF PROJECTS *(Check appropriate box)* — C:

(1) [X] NEW PROJECTS - NO. 1 (2) [ ] ACCELERATION OF ON-GOING PROJECTS - NO. _____

5. ESTIMATED PERCENT OF ON-SITE WAGES TO TOTAL PROJECT COSTS *(Check appropriate box)* — C:

(1) [ ] UNDER 20% (2) [ ] 20% - 39% (3) [X] 40% - 59% (4) [ ] 60% AND OVER

6. ESTIMATED ON-SITE LABOR 3-1/3 *(Man-years)* — C:

7. ESTIMATED STARTING DATE OF WORK ON-SITE OF FIRST PROJECT AND COST

(1) MONTH	C	(2) YEAR	C	(3) COST
March		1963		70

8. ESTIMATED AVERAGE NUMBER OF MONTHS TO COMPLETE PROJECTS OR PROGRAMS FROM STARTING DATE: 3 months — C:

9. COST OF PROGRAM *(In thousands of dollars)*

(1) ESTIMATED COST OF TOTAL PROGRAM	$ 70
(2) ESTIMATED FEDERAL SHARE	$ 42
(3) STATE-LOCAL SHARE	$ 28
(4) AVERAGE PERCENT OF STATE-LOCAL SHARE	40 %

DO NOT USE THIS SPACE

10. ESTIMATED DISTRIBUTION OF TOTAL PROGRAM COST AND FEDERAL ALLOCATION

(1) ESTIMATED TOTAL PROGRAM COST, BY QUARTER				(2) ESTIMATED USE OF FEDERAL SHARE, BY QUARTER			
QUARTER	FY	COMMITMENT OR OBLIGATION	DISBURSEMENTS	QUARTER	FY	OBLIGATION	DISBURSEMENTS
2ND	1963	70	70	2ND	1963		
3RD	1963			3RD	1963		
4TH	1963			4TH	1963		
ALL QTRS.	1964	XXXXXXXXX		ALL QTRS.	1964	XXXXXXXXX	
ALL QTRS.	1965	XXXXXXXXX		ALL QTRS.	1965	XXXXXXXXX	
TOTAL	XXX	70	70	TOTAL	XXX		

DO NOT USE THIS SPACE

DO NOT USE THIS SPACE

JUSTIFICATION - Attach justification material for each Schedule B, identified by agency, bureau, and type of program.

USCOMM-DC

AGENCIES - Do not use spaces designated by "C"

Schedule B-1 PUBLIC WORKS ACCELERATION PROGRAM

SUPPORT SCHEDULE FOR SUMMARY ALLOCATI REQUEST FOR FEDERAL-AID PROGRAMS

1. NAME OF AGENCY	C	2. BUREAU	C
Department of Commerce		Bureau of Public Roads	

3. TYPE OF PROGRAM *(Use classifications and code numbers in Attachment A)* C

Construction and Improvements
Highways, Parkways, Roads and Streets Coded 5

C	4. STATE AND ELIGIBLE AREAS *(List by Section 5a, 5b redevelopment areas, and surplus labor areas. Also, identify and list separately, projects over $500 thousand (Federal-share) where practicable. Show totals for each such area category, State, and overall total)*	5. ON-SITE LABOR *(Man-years)*	6. NO. OF PROJECTS	7. FEDERAL-SHARE OF TOTAL COST *(In thousands of dollars)*	DO NOT USE THIS COLUMN
	Oregon				
	Surplus Labor Area				
	Bridge over Ten Mile Lake Canal	3-1/3	1	42	
	Totals:				
	Oregon	3-1/3	1	42	
	Surplus Labor Area	3-1/3	1	42	

USCOMM-DC

COOS COUNTY

DATE ESTABLISHED: December 22, 1853

AREA IN SQUARE MILES: 1,611 Ranks 23rd in size

POPULATION (1960): 54,388 (1950): 42,265 Percentage gain: 28.7

COOS COUNTY was named for the Coos Indians who inhabited the central region of the Oregon coast. One Indian meaning of Coos is "lake"--another is "place of pines." The name was first recorded by Lewis and Clark, who spelled it Cook-koo-oose.

PRINCIPAL CITIES:

Coquille (County Seat)	Population: 4,706	Elevation: 40
North Bend	Population: 7,419	
Coos Bay	Population: 6,948	
Empire	Population: 3,720	
Myrtle Point	Population: 2,854	

PRINCIPAL INDUSTRIES:

LUMBERING--The principal industry of Coos County is lumbering. Coos County has 20,000,000,000 board feet of sawtimber with 87 per cent of its area classified as available commercial forest land. This large stand of timber, consisting mainly of Douglas fir, Sitka spruce and some Port Orford cedar, assures, under a sustained yield program, continuous operation of the county's large sawmills. The annual cut of Coos County's sawmills is 713 million board feet. Fifty-eight per cent of the people employed in the county are connected with the lumber manufacturing industry.

FISHING--Commercial fishing is a million dollar industry around Coos Bay and is rapidly gaining in importance. Four large fish plants and two canneries are operating steadily. Salmon, tuna, striped bass, crabs, oysters and other shell fish are among the important catches. Total poundage of all types of seafood is well over 12,000,000 pounds.

AGRICULTURE--Field crops, vegetables, berries, small fruits, nursery stock and bulbs all thrive in Coos County's temperate climate. These, together with the all-important dairying, create a $6,000,000 industry for Coos County.

SHIPPING--Coos Bay is a land locked harbor extending inland more than 12 miles. It is the major deep water harbor between San Francisco and the Columbia River. The Port of Coos Bay offers the shortest sea route from the continental United States to the Orient and is the westernmost ocean port in the nation.

RECREATION--(see inside)

CLIMATE:

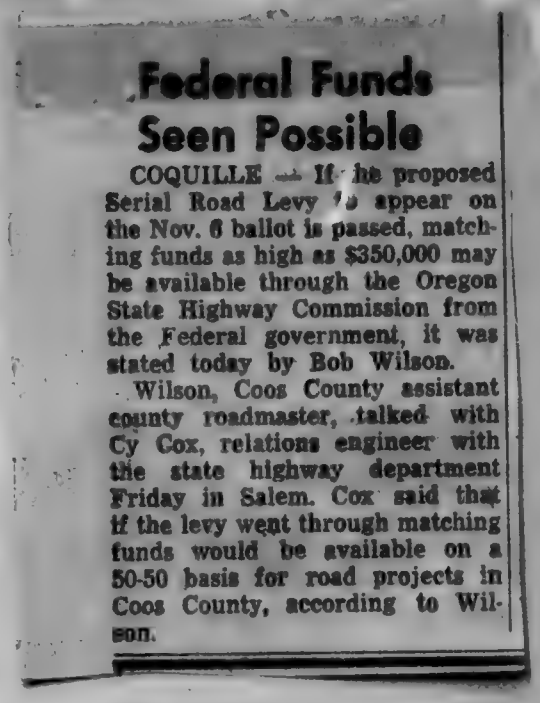
Temperature --averages in degrees	(annual)	52.5	Precipitation --averages in inches	(annual)	61.22
	(summer)	59.0		(summer)	2.43
	(winter)	46.6		(winter)	25.44

POINTS OF INTEREST: Lumber ports at Coos Bay, North Bend and Charleston; Myrtlewood groves and factories--these trees grow only here and in the Holy Land; Golden and Silver Falls State Park.

October 30, 1962

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Attention Mr. J. J. Geaney



Federal Funds Seen Possible

COQUILLE — If the proposed Serial Road Levy to appear on the Nov. 6 ballot is passed, matching funds as high as $350,000 may be available through the Oregon State Highway Commission from the Federal government, it was stated today by Bob Wilson.

Wilson, Coos County assistant county roadmaster, talked with Cy Cox, relations engineer with the state highway department Friday in Salem. Cox said that if the levy went through matching funds would be available on a 50-50 basis for road projects in Coos County, according to Wilson.

Gentlemen:

In reply to your inquiry of October 23 wherein you enclosed a copy of an article from the "World," I wish to make this statement.

There is obviously a misunderstanding regarding the proposed road levy and the part that it will play in the Public Works Acceleration Program. Monies raised by "proposed" taxes could not possibly enter into this program as any project qualifying under this program must, (1) Commence on or before June 30, 1963, and (2) Work must be substantially complete one year from the start of construction. In addition to the above mentioned rules, those monies used by the County must not have been previously budgeted and other federal monies must not be currently available. In other words, it would appear that county monies for this program must either come from bonds, sinking funds, emergency funds, or other unbudgeted monies.

From my recent conversation with you, it would appear that your proposed project will qualify in all respects as the County share of cost will come from an emergency fund and FAS federal funds for 1964 have already been committed.

One other comment I feel to be in order is that no project is assured by the fact that counties may have monies available for that project or any group of projects. Applications for projects are made and approved on an individual basis.

I trust that this explanation may clarify any misunderstanding that might exist.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. S. Cox
County and City Relations Engineer

HSC:mm

S-507(1) Conn-Ford Br. over S. Umpqua River & 2 overflow structs. on Conn-Ford Co. Rd., FAS 235 1963

#6264

CYA
2606

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 87989

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-2-66	CC 1020		

Contract 6264
A-507(1)

NOTED
P. B. Agreements

Douglas County
Courthouse
Roseburg, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Board of Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Conn Ford Bridges Section FAS 735. Covered by agreement dated April 15,1963.			
Advance deposit:			
Original deposit by county		191,000.00	
Less amount previously transferred	191,000.00		
Plus amount restored	13,804.23		
		157,195.77	
Current deposit balance			33,804.23
Net amount previously transferred		157,195.77	
Less County share construction costs (per attached)		157,195.77	
Balance due from County			—
			33,804.23

NOTED
RICHARD UNREIN

RECEIVED
JUN 3 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
H. S. COX

NOTED
R. H. FRANCIS

NOTED
DON HA[illegible]

Form A-66—10M—2-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date December 13, 1965

Invoice No.

P. O. No.

SP*6446-734

State Highway Advance
Deposits Account
State Highway Department

Salem, Oregon

Amount transferred from Douglas County deposit to cover their share of the estimated cost of construction of 3 bridges on the Coos Ford County Road. State Highway Advance Deposits check deposited in State Highway Fund as credit to revenues, and included on State Treasurer's Receipt No. 191814, dated May 7, 1963, in total amount of $180,200.00.

Amount transferred	$171,000.00
Actual County share per attached	157,195.77
Amount to be refunded from Highway Fund and restored to Advance Deposit Account	$ 13,804.23

Cr. Revenue Account 325

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

Analysis of Douglas County Federal Aid Secondary Project S-507(1)
Coons Ford Road bridges, prefix 510-1026, Contract No. 6764
Work began April 1963, contract completed October 1964

	(1)	(2)	(3)	(4)	

On the basis of the estimated total cost (bid items plus engineering and contingencies) the County deposited $191,000 to cover their estimated share of the cost. In accordance with established practices, as soon as the contract was let, County-City Division authorized a transfer of $171,000, retaining $20,000 for final adjustment. Actual contract costs underran the bid amount ($419,235.00 to $414,603.73), and engineering and contingencies underran the estimate ($52,404.38 to $28,634.98), or a total underrun of $28,395.67. In the preliminary estimate of the County share, the rate of 20% was used. The correct rate was 18.275%. The combination of the underrun in costs, and the lower percentage rate, resulted in an actual county share amount being less than the amount transferred from their deposit.

To further complicate the situation, federal aid was claimed and received, based on the full project cost, instead of on a $351,000 limitation of FASC funds allocated to Douglas County. The additional Federal cooperation would reduce the amount due from the county.

To correct the above errors, two steps are necessary:

1. Adjust amount of federal cooperation by submitting an underclaim voucher to Bureau of Public Roads to adjust correct cooperation.
2. Refund from Highway Fund to Douglas County the excess of the amount transferred over their actual share of costs.

Correct allocation of costs is shown as follows:

Total project cost, per cost records	$ 443,443.51	
Cost of employer's contribution to Retirement and Social Security - computed by Office Engineer	60701	
Total computed cost of project		$ 414,505.52
Federal Share:		
Collections, based on total project cost	$ 381,965	
Should be 63.45% of Douglas County allocation of $351,000	$ 222,709.50	
Underclaim to be submitted to B.P.R.	(58,310.15)	
Corrected Federal cooperation		$ 222,709.50

On the basis of the estimated total cost (bid items plus engineering and contingencies) the County deposited $191,000 to cover their estimated share of the cost. In accordance with established practices, as soon as the contract was let, County-City Division authorized a transfer of $171,000, retaining $20,000 for final adjustment. Actual contract costs underran the bid amount ($419,725.00 to $414,608.73), and engineering and contingencies underran the estimate ($52,404.38 to $28,634.98), or a total underrun of $28,395.67. In the preliminary estimate of the County share, the rate of 20% was used. The correct rate was 18.275%. The combination of the underrun in costs, and the lower percentage rate, resulted in an actual county share amount being less than the amount transferred from their deposit.

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To correct the above errors, two steps are necessary:

1. Adjust amount of Federal cooperation by submitting an underclaim voucher to Bureau of Public Roads to adjust correct cooperation.
2. Refund from Highway Fund to Douglas County the excess of the amount transferred over their actual share of costs.

Correct allocation of costs is shown as follows:

Total project cost, per cost records	$ 443,443.51	
Cost of employer's contribution to Retirement and Social Security - computed by Office Engineer	807.01	
Total computed cost of project		$ 444,250.52
Federal Share:		
Collections, based on total project cost should be 63.45% of Douglas County allocation of $351,000	$ 281,019.65	
Underclaim to be submitted to B.P.R.	(58,310.15)	
Corrected Federal cooperation		$ 222,709.50
State Share (50% of difference between FASC allocation and Federal cooperation)		
FASC funds allocated	$ 351,000.00	
Federal cooperation - corrected amount	222,709.50	
Difference	$ 128,290.50	
State share - 50%		64,145.25

(continued)

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

LINE No	(1)	(2)	(3)	(4)	LINE No
1	County Share (Same as State share, plus 100% of				1
2	difference between total project cost and FASC allocation)				2
3	FASC funds allocated	$ 35100000			3
4	Federal cooperation - corrected amount	27770950			4
5	Difference	$ 7329050			5
6	50%		$ 6414525		6
7	Total project cost	$ 44405052			7
8	FASC allocation	35100000			8
9	Difference		9305052		9
10	Total County share			15719577	10
11					11
12	Total project costs, per above			$ 44405052	12
13					13
14	Amount transferred to Highway Fund from Douglas				14
15	County deposit, 5/7/43		$ 17100000		15
16	Actual county share, per above		15719577		16
17	Amount to be restored to Douglas County				17
18	deposit from State Highway Fund		$ 1380423		18
19					19
20	Current balance Douglas county deposit		2000000		20
21	Adjusted balance after above corrections			$ 3380423	21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37

LINE No		(1)	(2)	(3)	(4)	LINE No
1	County Share (Same as State share, plus 100% of					1
2	difference between total project cost and FASC allocation)					2
3	FASC funds allocated		$ 35100000			3
4	Federal cooperation - corrected amount		33770950			4
5	Difference		$ 1329050			5
6	50%			$ 664525		6
7	Total project cost		$ 44405052			7
8	FASC allocation		35100000			8
9	Difference			9305052		9
10	Total County share				15719577	10
11						11
12	Total project costs, per above				$ 44405052	12
13						13
14	Amount transferred to Highway Fund from Douglas					14
15	County deposit, 5/7/63			$ 17100000		15
16	Actual county share, per above			15719577		16
17	Amount to be restored to Douglas County					17
18	deposit from State Highway Fund			$ 1380423		18
19						19
20	Current balance Douglas county deposit			2000000		20
21	Adjusted balance after above corrections				$ 3380423	21
22						22
23						23
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43						43
		1	2	3	4	

STATE COPY

RECEIVED
SEP 29 1965
FOR FILING

Monthly transaction number
9-5-28

Project report number
S-507(1)

6264

FORM PR-2A (Rev. 6-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-7-65

State: Oregon

County: Douglas

Project number: S-507(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 444,050.52

Revised Federal funds $ 281,019.65

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

RECEIVED

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FILING

PROJECT REPORT NO.

5

FORM R-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: S-507(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. So. Umpqua River — 2 mi. N.W. Roseburg

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-28-63	0.271
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 461,158.00	$ 221,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. M. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-507(1)

COOS-FORD BRIDGES ON THE COOS-FORD COUNTY ROAD (FAS 235) IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 14, 1963

Type Code X081
S. Umpqua River Bridge (Br. No. 9175) (Sta. 183+00.16 to Sta. 187+20.16) (Contract 6264)

Shoring, Cribbing, etc.	All	Required		$ 50,000.00
Structural Excavation	1,700	cu.yds.	$ 5.00	8,500.00
Structural Excavation Below Elevation Shown	200	cu.yds.	20.00	4,000.00
Furnish 20" BP 43# Steel Piling	365	lin.ft.	5.00	1,825.00
Drive Steel Piles	9	only	100.00	900.00
Splice Steel Piles	3	only	35.00	105.00
Class "A" Concrete (1,840 cu.yds.)	All	Required		118,000.00
50' to 55' Type III Prestressed Beams	4	only	900.00	3,600.00
65' to 70' Type III Prestressed Beams	15	only	1,100.00	16,500.00
Metal Reinforcement (433,100 lbs.)	All	Required		53,000.00
6-inch Metal Drain Pipe	130	lin.ft.	3.00	390.00
Loose Riprap	100	cu.yds.	10.00	1,000.00
				$257,820.00

Type Code X080
Overflow Bridge No. 1 (Br. No. 9176) (Sta. 162+30.5 to Sta. 166+03.65) (Contract 6264)

Shoring, Cribbing, etc.	All	Required		$ 100.00
Structural Excavation	30	cu.yds.	$ 3.00	90.00
Structural Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Furnish 14-inch Prestressed Piling	2,180	lin.ft.	4.00	8,720.00
Drive Prestressed Piles	68	only	55.00	3,740.00
Class "A" Concrete (143 cu.yds.)	All	Required		11,500.00
3' x 30' x 35' Prestressed Slabs	121	only	380.00	45,980.00
Metal Reinforcement (20,100 lbs.)	All	Required		2,300.00
				$ 72,530.00

Type Code X082
Overflow Bridge No. 2 (Br. No. 9177) (Sta. 174+25.58 to Sta. 173+34.42) (Contract 6264)

Shoring, Cribbing, etc.	All	Required		$ 100.00
Structural Excavation	80	cu.yds.	$ 3.00	240.00
Structural Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Furnish 14-inch Prestressed Piling	1,735	lin.ft.	4.00	6,940.00

Drive Prestressed Piles	53 only	$ 55.00	$ 2,915.00
Class "A" Concrete (537 cu.yds.)	All Required		38,000.00
40' to 45' Type III Prestressed Piling	50 only	530.00	26,500.00
Metal Reinforcement	All Required		14,000.00
8-inch Metal Drain Pipe	30 lin.ft.	3.00	90.00
			$ 88,885.00
	Subtotal		$419,235.00
	10% Engr. & Cont.		41,923.00
	Total		$461,158.00

Length of 3 Structures . . . . . 0.271 Mile

Federal Funds	$221,100.00
State Funds	64,950.00
County Funds	175,108.00
	$461,158.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
DEC 15 1964
FOR FILING

December 15, 1964

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

On October 16, 1964, we wrote to you concerning release of final payment on Contract No. 6264, awarded to Walder & Kenworthy, for three structures on the Conn-Ford Bridges Section of the Conn-Ford County Road (FAS 235) in Douglas County.

Final payment on this contract is $21,615.28 and the total contract amount is $414,608.53. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Walder & Kenworthy
4911 S. E. Meldrum Avenue
Portland 22, Oregon

Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Mr. C. H. Nelson
Attn: John Herr

RECEIVED
OCT 15 1964
FOR FILING

6264

October 15, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 8 on Contract No. 6264. The contract was with Walder and Kemsorthy and was for work on the Conn-Ford Bridges on Conn-Ford County Road, FAS 235, in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 15, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAY 27 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

S-507(1)
6264

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Conn-Ford Bridges
Contract No. 6264
FAP No. S-507(1)

Dear Mr. Parsons:

Walder & Kemsorthy began work on the Conn-Ford Bridges on the Conn-Ford County Road, FAS 235 in Douglas County, Contract No. 6264, Federal-aid Secondary project no. S-507(1), on May 22, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
C. H. Maleon
L. H. Young

NOTED
FLOYD QUERY

NOTED
Harold C. Ayers

NOTED
H. S. COX

May 9, 1963

NOTED
DON HARWELL

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit of $191,000 for construction of the Conns Ford Bridges on FAS 235.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please notify this office and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By
NOTED
R. H. PRANGE

Robert H. Prange
Field Engineer

JDG:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-1-63	CC 108		530-100-807

INVOICE NUMBER 78598

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Douglas County
Courthouse
Roseburg, Oregon

Attention: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			191,000.00
Partial transfer of county's advance deposit for the Coos Ford Bridges, FAS 235. Covered by agreement dated 1-15-63.			171,000.00
To be retained			20,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

County Engineer or Road Supervisor .....

By CH .....

RECEIVED
MAY - 3 1963
ENGINEER
COUNTY & CITY DIVISION

A 150 (REVISED 7-60)

RECEIVED
MAY 21 1963
FOR FILING
S-507 (1)
1264

April 24, 1963

Calder & Kennerley
4911 S. E. Baldrun Avenue
Portland 22, Oregon

Gentlemen:

The State Highway Commission on April 23, 1963, accepted your proposal for construction of the Camp-Ford Bridge over the South Umpqua River and two overflow structures on the Camp-Ford County Road, FAS 235 in Douglas County for the sum of $419,235.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6264. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

April 23, 1963

Douglas County Court
Courthouse
Roseburg, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On April 25, a satisfactory bid was received from Walden-Kenworthy of Portland for construction of the Conn Ford Bridges on FAS 235. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$419,235.00	
12-1/2% Engineering & Contingencies	52,404.38	
Estimated Total Cost	$471,639.38	
		NOTED V. R
County Advance Deposit:		
20% of $351,000	$ 70,200.00	
100% of ($471,639.38 - $351,000)	120,639.38	
TOTAL DEPOSIT.	$190,839.38	or say $191,000

Please make this advance deposit by means of a check or warrant in the amount of $191,000 payable to the Oregon State Highway Commission, forwarding same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

RECEIVED
APR 16 1963
FOR FILING

Misc. Agreements and Amendments to Agreements

Salem, Oregon
April 15, 1963

Coop. Construction Agreement
Conn Ford Bridges
#507(1), FAS 235
Douglas County

RECEIVED

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of an agreement with Douglas County covering the above-named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

. Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ~~235~~

FAS Highway No. ~~167~~ 235

Name of Project Conn Ford Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

Dated at Roseburg, Oregon, this 11th day of January, 1963.

DOUGLAS COUNTY COURT

H. T. Jackson
Judge

E. R. Metzger
Commissioner

Ray E. Brown
Commissioner

Copy to Wright
Morgan
Merchant
Chandler

NOTED
Harold C. Ayers

MEMO TO J. W. NASH Date: 1/14/63 NOTED H. S. COX

FAS 235, DOUGLAS COUNTY COONS FORD BRIDGES

TERMINI: Bridges over the South Umpqua River approximately 2.0 miles northwest of Roseburg.

NOTED
DON HARWELL

PROPOSED WORK: Construct a 620' reinforced concrete bridge 30' wide over the South Umpqua River and two reinforced concrete bridges over overflow channels. One will be 444' long and the other 374' long and both will be 30' wide.

PROJECT LENGTH: 0.272 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$500,000	$210,000	$70,000	$220,000	(County)

EXISTING FACILITIES: This road is on new alignment and there are no existing bridges.

ADJACENT SECTIONS:
[redacted]/EAST END: 24' asphaltic concrete, 8' shoulders.

[redacted]/WEST END: 24' asphaltic concrete, 8' shoulders.

PROJECT DATA: Construct three reinforced concrete bridges - one 620' long, one 444', and one 374' in length - all to have a 30' roadway width. These bridges will be built on a new road constructed by Douglas County which will have a high-type surfacing [redacted] 24' in width with 8' shoulders. The route is all tangent with less than 2° grades. Road construction will be coincident with the bridge construction.

RIGHT OF WAY:	60' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
MINIMUM DESIGN STANDARDS:	No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

ROUTE DATA: This route serves as a connection between two heavily traveled FAS routes and will by-pass log hauling to the north of the city of Roseburg. It will serve a rapidly developing suburban area. It will be a school bus and mail route.

VRJ:mm

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN - 7 1963
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
January 4, 1963

NOTED
DON HARWELL

To: Mr. H. Si Cox
County/City Relations Office

SUBJECT: South Umpqua River Bridge
(Conn-Ford)
Bridges and Overflows
Conn-Ford County Road FAS 235
Douglas County
Bridge Nos. 9175, 9176, 9177

NOTED
V. R. [illegible]

Attached are two prints each of Drawing Nos. 18500, B-19 and B-21 which show the proposed plan and elevation of the South Umpqua River Bridge No. 9175, the Conn-Ford Overflow Bridge No. 1, No. 9176, ard the Conn-Ford Overflow Bridge No. 2, No. 9177.

We have made preliminary estimates of cost for these bridges and are as follows:

The South Umpqua River (Conn-Ford) Bridge consisting of three spans of Type III prestressed concrete beams, a 100'-140'-110' series of reinforced concrete box girder spans, and followed by a 50' Type III prestressed beam span can be constructed for $279,600. Upon substituting welded steel beams for the reinforced concrete box girder section, we estimate the cost to be $306,600. We recommend the use of the reinforced concrete box girder spans instead of the steel, not only because their use is more economical, but future maintenance would be less.

The Conn-Ford Overflow Bridge No. 1 would consist of eleven 34-foot prestress slab spans supported on prestress concrete pile bents, estimated cost at $87,500.

279,600
87,500
116,000
$483,100

The Conn-Ford Overflow Bridge No. 2 would consist of ten 44-foot Type II prestressed concrete beam spans supported on prestress pile bents, estimated cost at $116,000. All three bridges have 30-foot roadways with 1'6" safety curbs and concrete parapet handrails.

Please send these prints to the County and request one print each be returned with their approval and/or comments noted thereon.

Theo. C. Roake
Assistant Bridge Engineer

Prints & copy of letter to be advised to Douglas Co. 1-11-62

TCR/mm/dl V.J.
Attached

DOUGLAS COUNTY
PROPOSED PROJECT (1963 Funds)

FAS 235, Conn Ford Road: Conn Ford Bridge and Two Overflow Bridges, $342,000.

The proposed project is for the construction of a bridge over the South Umpqua River and two structures over overflow channels. This bridge site is approximately three miles northwest of Roseburg. The county will construct the roadwork in connection with this project. The county requests that the contract be let in the early spring of 1963. The $342,000 represents the FAS funds available to Douglas County and this amount will be supplemented with county funds as required. The county has provided survey data.

Approved
12/20/62

62-h
11/27/62

NOTED
H. S. COX

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

July 13, 1962

NOTED
JOHN D. GRAHAM

Mr. H. S. Cox, Engineer City and County Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Douglas County Road Department hereby requests the Oregon State Highway Bridge Department to prepare plans, and specifications and contract documents for a bridge over the South Umpqua River and overflow channels in Sections 9 and 10, Township 27 South, Range 6 West, W.M., Douglas County Oregon on Conn Ford Road #167 and F.A.S. No. 235.

Under seperate cover we are sending you three prints of plans and profile of the proposed road. The plans consist of three copies; title sheet and two plan and profile sheets, together with three copies of vacinity maps at the suggested main bridge and two overflow bridges.

We understand that the biennium F.A.S. funds will be available sometime in September 1962. They will be used to apply on the above project. Our request for plans and specifications is predicated on getting the documents and agreements ready for letting the contract in February or March of 1963.

Douglas County is in the process of obtaining right of way on the above project and at the present time is constructing a four-lane road on Garden Valley Road, from the overhead crossing on Interstate #5 to the easterly end of the proposed Conn Ford road. The above four-lane road is being built with 100% Douglas County Road funds.

Copy to Merchant
7-16-62 V.J

RECEIVED
JUL 16 1962
ENGINEER
COUNTY & CITY RELATIONS

Location of the suggested ends of bridges as shown on the plans are tentative and are subject to your engineering studies. The hydraulic characteristics of the South Umpqua are peculiar at this location in that any buildup in that location would have a tendency to crowd the high water in a northwesterly course and require another bridge west of the main bridge. Also care must be exercised so not to increase velocities to the point that would erode soil northerly of the proposed bridges.

Very truly,

Al H. May

AHM/mb

Al H. May
County Engineer

P. S. : Douglas County Road Department will furnish any and all data to your local personnel upon application therefore.

327-1712 Independence (5th St.) Sec. of City St. (Grad. & Pav.) 1963

#6265

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6265 Prefix 327-1712 Survey Prefix 327-1411

Street 5th Street

City Independence

Payments to Contractor	$ 23,515.35
Engineering and Contingencies.....	2,111.46
Survey.....	1,705.53
TOTAL.....	$ 27,332.34
Agreed State Share	20,000.00
Agreed City Share	$ 7,332.34
City Advance Deposit	$ 9,100.00
REFUND DUE CITY	$ 1,767.66

Reference: Outside Billing CC 849

RU:mm

Spec. 63

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-23-64	CC [illegible]9		327-[illegible]

NOTED
R. M. ALLISON

INVOICE NUMBER

[illegible] S1220

RECEIVED
MAR 24 1964
ENGINEER
COUNTY & CITY DIVISION

- City of Independence
- City Hall
- Independence, Oregon

Attn: [illegible], City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City Allotment roject on 5th Street. Contract [illegible]5. Covered by agreement dated 1-1-62. Signed 3-14-63)			
Advance Deposit			,100.00
As per attached statement:			
Final Cost		[illegible],332.34	
Agreed State share		[illegible],000.00	
			7,332.34
Agreed City Share			
To be refunded			1,767.66

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ .....

By .....

A 150 (REVISED 7-60)

File

NOTED
DON HA[illegible]ELL

NOTED
R. M. ALLISON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

NOTED
R. H. PRANGE

Contract # 6265

Street Fifth Street

City INDEPENDENCE

F. E. [illegible]

Payments to contractor (See attached voucher for breakdown)	$23,515.35
Engineering and contingencies	2,111.46
Survey	1,705.53
TOTAL	$27,332.34
Agreed State Share	20,000.00
Agreed City Share	$ 7,332.34
City Advance Deposit	9,100.00
REFUND DUE CITY	$ 1,767.66

Reference: Outside Billing cc-849

RMA:mm
3/20/64

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY: Polk

HIGHWAY: City Street

SECTION: Independence (5th. St.)

PREFIX NO.: 327-1712-204(41) 705.46 Dr.

CONTRACT NO.: 6265

ESTIMATE NO: 5 Final

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRES AMOUNT
001	REMOVAL OF MISC CONCRETE AND MASONRY	LUMP SUM	3000000	1000	30000	30000	
002	DRAINAGE EXCAVATION UNCLASSIFIED	CU YDS	24000	212120	50909	50909	
003	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	17500	2178000	381150	381150	
004	12-INCH CONCRETE PIPE	LIN FT	25000	270000	67500	67500	
005	8-INCH SEWER PIPE	LIN FT	20000	134000	26800	26800	
006	12-INCH SEWER PIPE	LIN FT	24000	629000	150960	150960	
007	CONCRETE INLETS TYPE CG	ONLY	1000000	12000	120000	120000	
008	ADJUSTMENT OF MANHOLES	ONLY	500000	1000	5000	5000	
009	CONCRETE CURBS	CU YDS	450000	46110	207495	207495	
01	ONCRETE WALKS	SQ YDS	45000	24000	10800	10800	
011	COARSE CRUSHED MATERIAL IN BASE	CU YDS	30000	1661800	498540	498540	
012	3/4IN-0 MATERIAL IN BASE	CU YDS	32500	333500	108388	108388	
013	SPRINKLING	M-GALS	40000	12400	4960	4960	
014	SS-1 ASPHALT IN SPRINKLING	GALS	3500	1600000	56000	56000	
015	CLASS B ASPHALTIC CONCRETE	TONS	87500	689180	603033	603033	
016	EXTRA FOR PAVING APPROACHES	ONLY	250000	12000	30000	30000	

TOTAL CONTRACT ITEMS			2351935	2351535	
0 % RETAINED ON CONTRACT ITEMS				705.46	705.46
FORCE ACCOUNT					
TOTAL PAYMENTS			23,515.35	22,809.89	705.46

DATE: 10/8/63

CONTRACT NO.: 6265

PREVIOUS VOUCHER NO.: 9600

CHECKED BY: AM CP bc

ENGINEER OR AUDITOR: L. L. MacIntyre

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY: Polk

HIGHWAY: City Street

SECTION: Independence (5th. St.)

PREFIX NO.: 327-1712-204 (41) 705.46 Dr.

CONTRACT NO.: 6265

ESTIMATE NO.: 5 Final

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	REMOVAL OF MISC CONCRETE AND MASONRY	LUMP SUM	3000000	1000	30000	30000	
002	DRAINAGE EXCAVATION UNCLASSIFIED	CU YDS	24000	212120	50909	50909	
003	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	17500	2178000	381150	381150	
004	12-INCH CONCRETE PIPE	LIN FT	25000	270000	67500	67500	
005	8-INCH SEWER PIPE	LIN FT	20000	134000	26800	26800	
006	12-INCH SEWER PIPE	LIN FT	24000	629000	150960	150960	
007	CONCRETE INLETS TYPE CG	ONLY	1000000	12000	120000	120000	
008	ADJUSTMENT OF MANHOLES	ONLY	500000	1000	5000	5000	
009	CONCRETE CURBS	CU YDS	450000	46110	207495	207495	
010	CONCRETE WALKS	SQ YDS	45000	24000	10800	10800	
011	COARSE CRUSHED MATERIAL IN BASE	CU YDS	30000	1661800	498540	498540	
012	3/4IN-0 MATERIAL IN BASE	CU YDS	32500	333500	108388	108388	
013	SPRINKLING	M-GALS	40000	12400	4960	4960	
014	SS-1 ASPHALT IN SPRINKLING	GALS	3500	1600000	56000	56000	
015	CLASS B ASPHALTIC CONCRETE	TONS	87500	689180	603033	603033	
016	EXTRA FOR PAVING APPROACHES	ONLY	250000	12000	30000	30000	

TOTAL CONTRACT ITEMS	2351535	2351535	
0 % RETAINED ON CONTRACT ITEMS		705.46	705.46
FORCE ACCOUNT			
TOTAL PAYMENTS	23,515.35	22,809.89	705.46

DATE: 10/ 8 /63

CONTRACT NO.: 6265

PREVIOUS VOUCHER NO.: 9600

CHECKED BY: AM CW ha

ENGINEER OR AUDITOR: L. L. MacIntyre

RECEIVED
OCT 14 1963
FOR FILING

October 11, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On September 11, 1963, we wrote to you concerning release of final payment on contract #6265, awarded to Salem Road & Driveway Co., for grading-paving 5th Street in Independence, Polk County.

Final payment on this contract is $705.46 and the total contract amount is $23,515.35. No work was performed under force account.

Very truly yours,

Floyd Ouery, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Sept. 14, 1963

SECTION: Independence (5th Street)

SECTION PREFIX: 327-1712

HIGHWAY: City Street

COUNTY: Polk

NAME OF JOB: Independence (5th Street)

KIND OF WORK: Grading and Paving

CONTRACTOR: Salem Road and Driveway Co.

CONTRACT NUMBER: 6265

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1963

DATE WORK STARTED: June 5, 1963

ESTIMATED COMPLETION DATE: August 28, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS: 65

WORK DAYS USED: 65

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $27,601.31

ENGINEERING AUTHORIZATION: $1,962.76

EXCLUSIVE OF ENGINEERING: $25,638.55

ENGINEERING COST TO DATE: $1,882.34

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $23,513.49

PERCENT OF AUTHORIZATION . . . . 96 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 4 %

DATE PROJECT WAS COMPLETED: August 28, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Curbs
100	100	100	—	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED	0.16	0.16			0.16
MILES COMPLETED	0.16	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,460 cy	2,070 cy			710 T
TOTAL QUANTITIES CORRECTED TO DATE	2,390 cy	1,995 cy			689 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,390 cy	1,995 cy			689 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

CONSTRUCTION DIVISION
SEP 16 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed.

Semi-final estimate and supporting data delivered to Division Office on September 11, 1963.

FINAL REPORT

SIGNED L.A. McIntyre Resident Engineer

ADDRESS Room 208 Lab Building, Salem

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 11 1963
FOR FILING

September 10, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 28 on Contract No. 6265. The contract was with Salem Rock and Driveway Company and was for grading and paving on the Independence (Fifth Street) City Street Section in Polk County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective September 9, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise us to the contrary, we may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw fn

NOTED
JOHN D. GRAHAM

RECEIVED
AUG 30 1963
ENGINEER
COUNTY & CITY DIVISION

1963

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Independence (5th St.) Contract No. 6465

Highway City Streets Prefix No. STP-1712

County Polk F.A. No. - - -

Final inspection made on Aug. 26, 1963 by H. D. Asburry
(date)

in company with Jack McIlravy, Independence City Recorder & Manager;
A. L. Lacintire.

NOTED
H. S. COX

NOTED
DON HARWELL

CHECK LIST

Date		Date	
8-22-63	Construction signs removed.	Not Closed	Opened to traffic.
- - - -	Salem Office notified to rescind construction speed zone.		
8-22-63	Contractor removed equipment from project.		
8-22-63	Roadside cleanup completed.		

NOTED
R. H. PRANGE

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project completed in very good workmanlike manner; now appearing with good riding quality. City seemed quite pleased with the project.

All contract work on this project has been completed and recommendation is made for acceptance on 8-26-63 (date). The semi-final estimate will be submitted about 9-10-63 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
City & County Division

NOTED
V. R. [illegible]

Division Engineer
(signed) (title)

RECEIVED
MAY 21 1963
FOR FILING

327-1712
6265

May 1, 1963

Salem Road & Driveway Company
P. O. Box 633
Salem, Oregon

Gentlemen:

The State Highway Commission on April 23, 1963, accepted your proposal for grading and paving on the Independence (5th St.) Section of City Street in Polk County for the sum of $24,434.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6265. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms our telephone call to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

CITY OF INDEPENDENCE

INDEPENDENCE, OREGON

April 30, 1963

NOTED

Oregon State Highway Department
Mr. H. C. Ayers

Dear Sir:

Please find enclosed a chech in the amount of$9,100.00, the amount to cover the deposit for the City of Independence, on the Special City Allotment project on 5th Street.

Thank you very much,

Jack D. Mc Elravy

Jack D, Mc Elravy
City Recorder

RECEIVED
MAY - 1 1963
ENGINEER
COUNTY & CITY DIVISION

check sent to Acct. Div.
5-1-63
C.H.

RECEIVED
MAY - 1 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
DON HARWELL

April 23, 1963

Mr. Jack McElravy
City Recorder
City Hall
Independence, Oregon

NOTED
V. R JONES

NOTED
R. H. PRANGE

Dear Mr. McElravy:

On April 23 the State Highway Commission received two bids on the Special City Allotment project on 5th Street. Low bid was submitted by Salem Roads & Driveways of Salem. The total anticipated cost based on this bid is as follows:

Contractor's bid	$24,434.50
State's share of flagging	100.00
12-1/2% engineering & contingencies	3,066.81
Survey	1,500.00
TOTAL COST	$29,101.31

As per the agreement between City and State, City is to pay all costs in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please at your earliest convenience transmit to this office a check in the amount of $9,100 made payable to the Oregon State Highway Commission.

Received
5/1/63
Acq.

Very truly yours,

H. S. Cox
County and City Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

FORM E-30X—30M—10-62 40688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1963

SUBJECT:

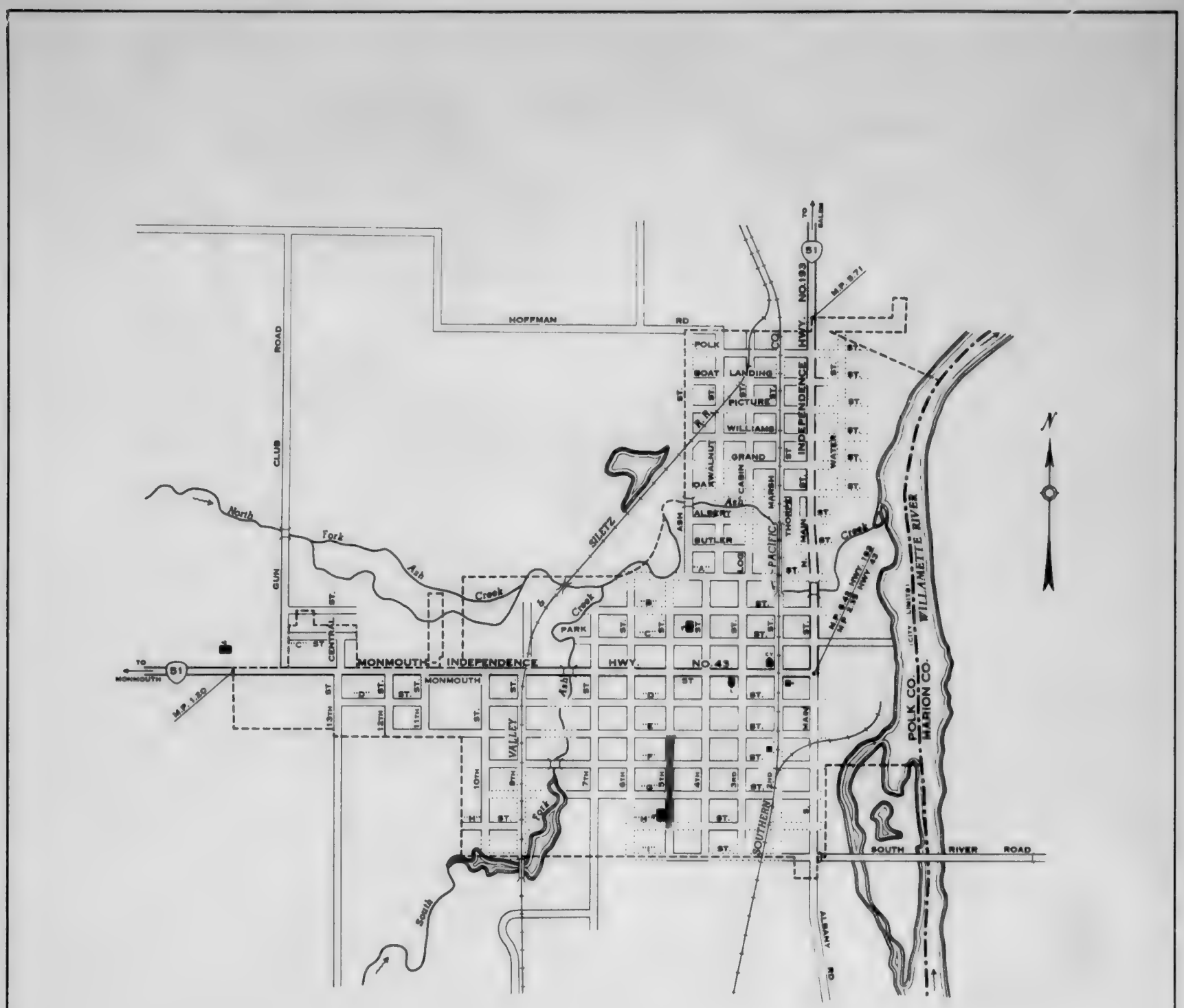
To: MEMO TO THE FILES

Mr. Yoder, Superintendent of Schools in the Monmouth area, was in the office yesterday afternoon inquiring why the project on 5th Street in Independence had been cut back on the southerly end to exclude the school frontage.

After review of the files showed the City had been contacted on December 12 of last year and at the time said to cut the project back to the north line of the school property, and since the present estimate of cost for the project is some $30,000, or $10,000 over the amount the State is putting up--meaning any extension would be all at City expense, Mr. Yoder offered no further complaint and as far as he was concerned we should proceed with the project.

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. Harold Ayers
Mr. Arthur Duffy



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

INDEPENDENCE

POLK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,930

Scale in Feet

400 0 400 800

February 1, 1961

Underpass No. (CB 31) Section
Grading and Paving

C Lammas.
3/18/43

ESTIMATE

Item No	Item	Quantity	Unit Price	Amount
1	Removal of Miscellaneous Concrete and Masonry	All Specified		$ 500-
2	Drainage Excavation, Unclassified	260 Cu Yds.	3 50	910-
3	General " "	2200 " "	1 25	2750-
4	12-inch Concrete Pipe	300 Lin Ft	2 50	750-
5	8-inch Sewer Pipe	150 " "	2-	300-
6	12-inch " "	690 " "	2 50	1725-
7	Concrete Inlets, Type C-G	13 Only	~~130~~ 125	~~1300~~ 1625
8	Adjustment of Manholes	1 "	75	75-
9	Concrete Curbs	50 Cu Yds.	50-	2500-
10	Concrete Walks	22 Sq Yds.	5-	110-
11	Course Crushed Material in Place	1770 Cu Yds.	3 25	5752 50
12	3½"-0 Material in Place	300 " "	3 50	1050-
13	Sprinkling	52 M Gals	3 50	182-
14	SS-1 Asphalt in Sprinkling	500 Gals.	0 40	200-
15	Class 'B' Asphaltic Concrete	710 Tons.	10-	7100-
16	Extra For Paving Approaches	15 Only	35-	525-
				~~$ 25,729 50~~
				26,054 50
	Authorized Items			
	Flagging			100-
			26,154 50	~~25,829 50~~
			12½%	~~3,229 31~~ 3,269 31
				~~$ 29,058 12~~
				29,423 81

Marked
Part R thereof
quantities
allowed 2-19-43
[illegible]

RECEIVED
APR 16 1963
FOR FILING

B2M-1712
L-265

Salem, Oregon
March 18, 1963

Agenda Item 4-d

Special City Allotment Agreement
City of Independence

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. H. C. Ayers
Field Engineer

Attached is a conformed copy of an agreement with the City of Independence covering the Special City Allotment project on Fifth Street from E Street to a point 165' south of G Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Independence.

Secretary

rn
Attach: 1

RECEIVED
FEB 20 1963
FOR FILING

327-1712
6265

February 20, 1963

Oregon State Highway Commission

Gentlemen:

An agreement with the City of Independence is presented for your consideration.

The agreement provides for improvement of approximately two and one-half blocks of Fifth Street from "E" Street to a point 165 feet south of "G" Street. The estimated cost of the project is $30,000, to be financed, but not to exceed $20,000, from the $250,000 fund for allocation to cities; the cost in excess of $20,000 to be paid by the City. This project was previously approved November 1, 1962.

This matter will be presented at the March 14 Commission meeting. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

LPS:ajw bbc

NOTED
V. R. JONES

NOTED
DON HARWELL

11-16-62

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NOV 19 1962
ENGINEER
COUNTY & CITY RELATIONS

LOCATION PROSPECTUS
FIFTH STREET SECTION
CITY OF INDEPENDENCE
POLK COUNTY

The following prospectus is submitted concerning the above-mentioned section of Fifth Street in the city of Independence. The northerly terminus is at "E" Street and the southerly terminus is at the south side of "H" Street. The overall length of the project is 0.22 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, paving and placement of curbs and storm sewers on existing alignment. This project is to be constructed with 1963 Special City Allotment Funds.

The typical section will consist of a city street section with 38 feet between curbs. The approved base design for construction is:

NOTED
R. H. PRANGE

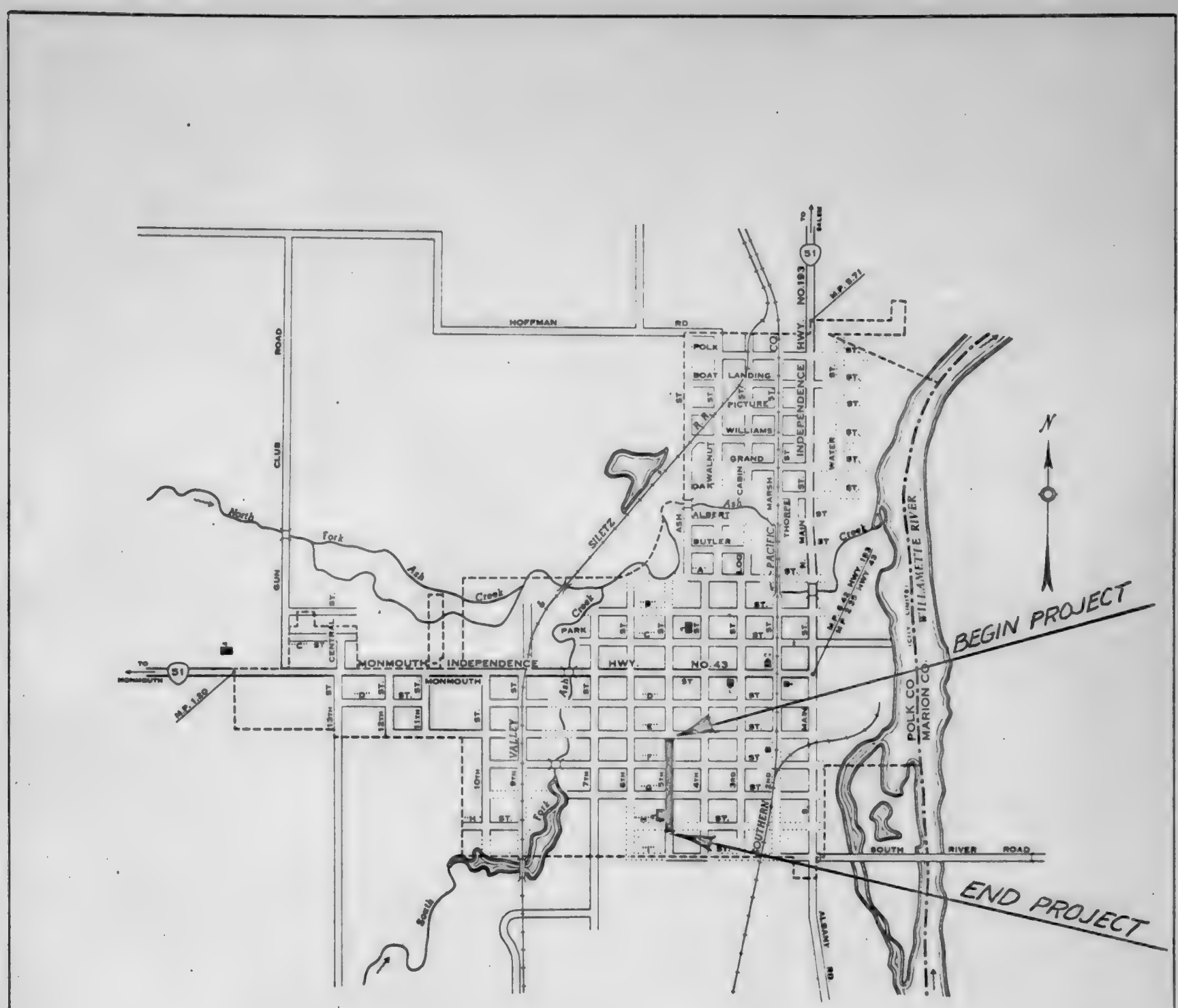
Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	12" Coarse Base
Total Depth	17"

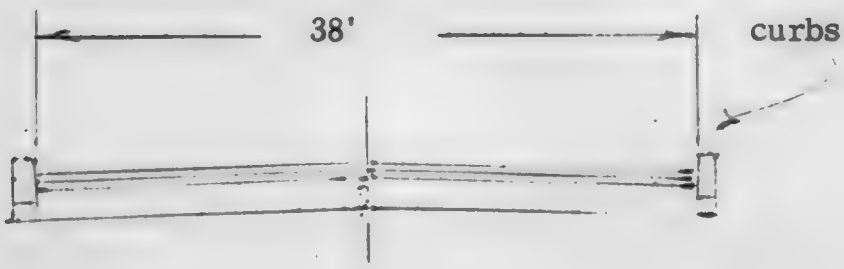
The City of Independence will make adjustments for water mains and all arrangements for required utility adjustments.

There are no railroad crossings.

Final agreements with the City of Independence will be required.

November 16, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young





Typical Section

LOCATION PROSPECTUS
FIFTH STREET SECTION
CITY OF INDEPENDENCE
POLK COUNTY

NOTED
NOTED
DON HARWELL

November 5, 1962

Mr. Don Hardy
City Recorder
City Hall
Independence, Oregon

NOTED
H.S. COX

Dear Mr. Hardy:

On November 1, the State Highway Commission approved the City's request for a cooperative construction project on Fifth Street under provisions of ORS 366.805.

The project was approved on the basis of the City paying all costs of the project in excess of $20,000. This project will be contracted in early summer of 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

11-2-62

INDEPENDENCE

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

Fifth Street from E Street to south line of H Street, a distance of approximately 0.22 mile.

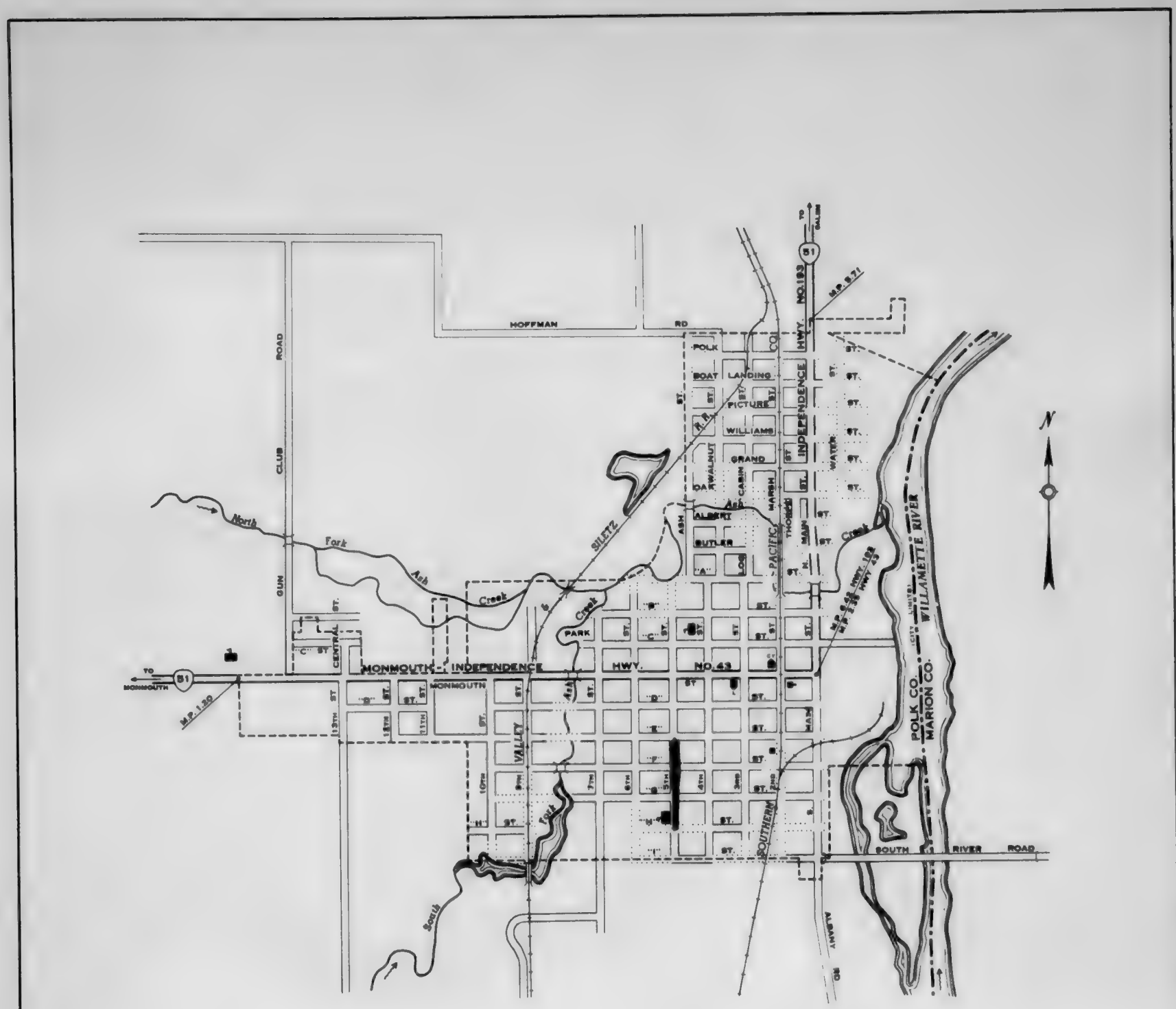
Grade; place curbs, drainage, 12" base rock, 2" leveling course, and 3" asphaltic concrete 38' wide.

Item		Quantity		@	Total
General excavation	2200.	1500	c.y.	$ 1.10	$ 1,650.00
Drainage excavation	260	70	c.y.	3.60	252.00
12" concrete pipe	300	220	l.f.	2.50	550.00
8" concrete pipe	160	200	l.f.	2.25	450.00
Concrete catch basins	13	8	only	75.00	600.00
Concrete curbs	50	68	c.y.	45.00	3,060.00
Coarse crushed material	1750	2580	c.y.	2.75	7,095.00
3/4"-0" in base	300	375.	c.y.	3.25	1,218.75
Sprinkling	52	80	M/gal.	4.00	320.00
Class B asphaltic concrete	120.	950	tons	9.25	8,787.50
3/4"-0" in binder	35	38	c.y.	4.25	161.50
RC-3 asphalt	6	6	tons	65.00	390.00
Pave approaches	10.	21	each	50.00	1,050.00
Estimated construction cost . . .				$25,584.75	
12-1/2% engineering and contingencies				3,198.09	
Survey				950.00	
				$29,732.84	

$25637.00
3204.63
1,100.00
$29,941.63

TOTAL ESTIMATE: $29,800

HCA:mm
11/2/62



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cv – City Hall
  - cr – Court House
  - a – Armory
  - l – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

INDEPENDENCE

POLK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,930

Scale in Feet

400 0 400 800

February 1, 1961

PROJECT DATA, CITY OF INDEPENDENCE Date 8/22/62

To be financed by CITY & STATE

Street name 5TH STREET
(Locate project on attached map.)

Project length 3 BLOCKS

Desired width: 38 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil____ Paving____ Gravel X

Present surface width: 16' feet

RIGHT-OF-WAY -

Width of present right-of-way: 66 feet

Additional right-of-way required? Yes____ No X

Will City provide required right-of-way? Yes X No____

Additional right-of-way to be acquired as part of project? Yes____ No X

State to furnish right-of-way descriptions? Yes____ No X

Give width of intersecting streets: 30'

Are intersecting streets curbed? Yes X No____

Remarks

CONCRETE CURBS -

Now in place? Yes____ No X

Width between present curbs: _____feet

City to construct curbs? Yes____ No X

To be constructed as part of project? Yes X No____

Length of desired radius on curb returns: ESTABLISHED feet

Does City desire special type of curbs? Yes____ No X

Explain:

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes X No___

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: 62 feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks_____

_____

STORM SEWERS -

Now in place? Yes___ No X

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes X No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: _____feet

Remarks NONE CROSSING NOR IN 8TH STREET

_____

_____

WATER MAINS -

Now in place? Yes X No___

If yes, how deep from present surface? PP+L HAS THIS feet

To be adjusted by City? Yes X No___

To be adjusted as part of project? Yes___ No X

Remarks_____

_____

DRIVEWAYS -

To be constructed as part of project? Yes___ No X

Asphaltic concrete? Yes___ No___

Portland cement? Yes___ No___

How many? _____

Must driveways be Portland Cement to comply with City code? Yes___ No X

Is there a City ordinance specifying width and number of driveways permitted?
Yes___ No___ (If yes, please include copy of ordinance.)

Remarks_____ _____

_____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes X No___

Electric poles? Yes X No___

Which company? PACIFIC POWER & LIGHT
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes X No___

Which company? PACIFIC NORTHWEST BELL

Railroad tracks? Yes___ No X

Which company?_____

Is crossing presently protected
by automatic railroad signals? Yes___ No___

Remarks_____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - - -

Grading? Yes____ No X

Clearing? Yes____ No X

Base rock? Yes____ No X

Concrete curbs? Yes____ No X

Driveways? Yes____ No X

Remarks_____

_____ _____

_____

GENERAL INFORMATION -

Are City finances available? Yes X No____

When available? Date WHEN NEEDED

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

FILL EAST OF MAIN STREET BETWEEN C & D.

_____

All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks: _____

_____

_____

By Ray A. Deuschle
Mayor

By Rowland
City ~~Manager~~ Recorder

By _____
City Engineer

R E S O L U T I O N

5-2-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Independence is an incorporated city of the State of Oregon and has a population of 1936 as given by the latest official census; and

WHEREAS, the following streets of said city, South Main Street, from E Street to South City Limits; South 5th Street, from E Street to H Street; Gun Club Road, from Monmouth Street to B Street

RECEIVED
MAY 11 1962
ENGINEER
COUNTY & CITY RELATIONS

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Independence does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate James H. Hart as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of May, 1962.

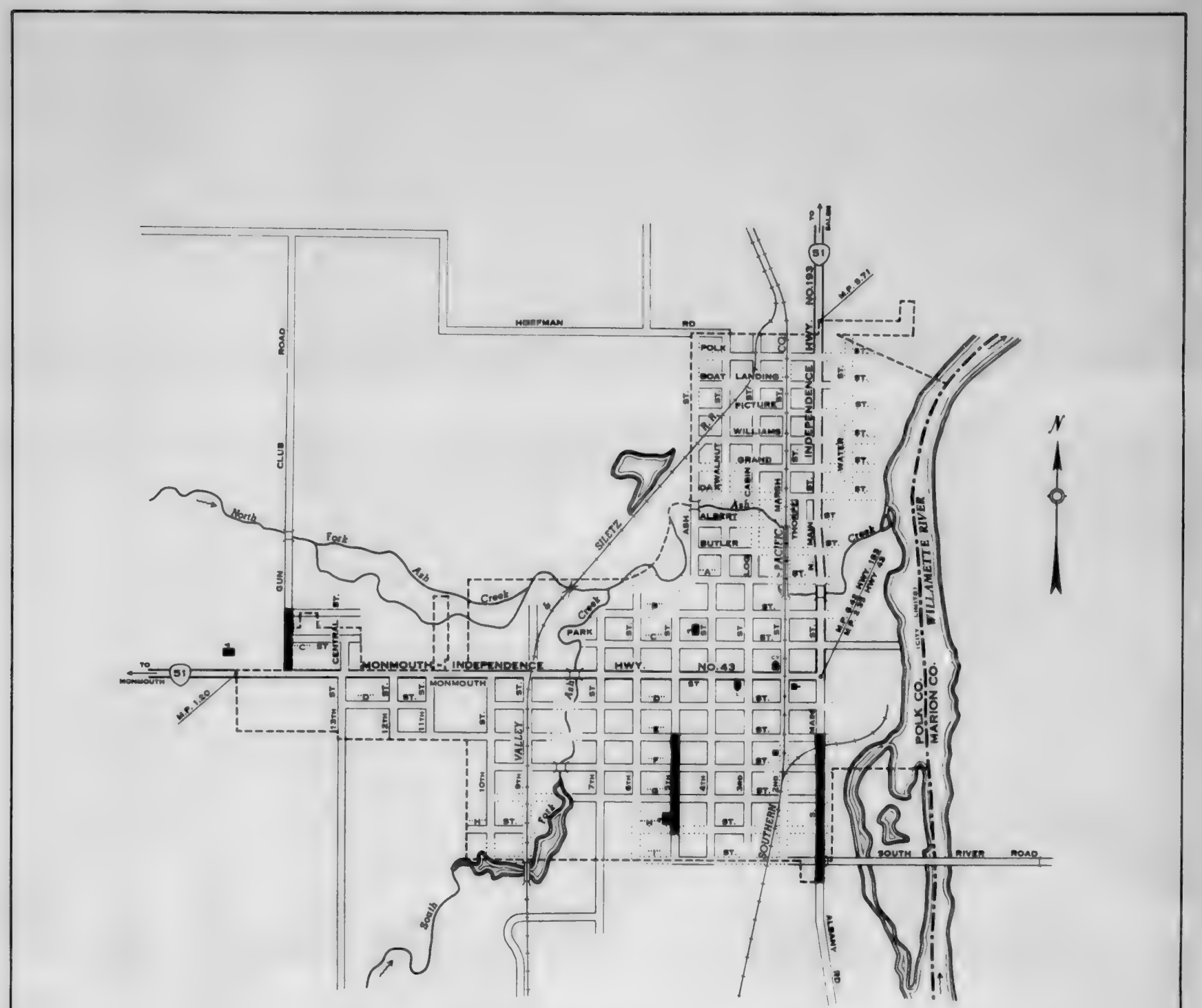
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ---------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Independence at a regular or special meeting of said Council, held on the 2nd day of May, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10th day of May, 1962.

City Recorder



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

INDEPENDENCE

POLK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,930

Scale in Feet

0 500 1000

February 1, 1961

S-505(1) 166th Place-E. Burnside Road 1963
Sec., FAS 641 (S.E. Stark St.)
#6266 Grading & Stone base

CHH
2613

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NOV 13 1963
FOR FILING

November 12, 1963

Great American Insurance Co.,
Bond Department
[illegible] California Street
San Francisco 4, California

Gentlemen:

On October 1, 1963, we wrote to you concerning release of final payment on contract #6266, awarded to Logan, Taylor & Co., for grading-stone base on the 166th Pl.-E. Burnside Road Section of FAS 641 (Stark Street) in Multnomah County.

Final payment on this contract is $8,709.23 and the total contract amount is $172,898.87, including $1,048.62 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Ameratz & Co.,
329 SW 5th Avenue
Portland 4, Oregon

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Logan, Taylor & Co.,
7800 NE Killingsworth Avenue
Portland 13, Oregon

cc: C. H. Maleen
Attn.: John Herr

RECEIVED
OCT 11 1963
FOR FILING

October 10, 1963

Logan, Taylor & Co.,
7800 NE Killingsworth Avenue
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 10, 1963, discussed with the Engineer your request for an extension of time on contract #4266. You requested 4 additional workdays within which to complete the grading-stone base on the 166th Place-E. Burnside Road Section of FAS 641 (Stark Street) in Multnomah County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 4 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. E. Johnson
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

cc: Paul C. Northrop, County Engineer
2115 SE Morrison
Portland, Oregon

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: Oct. 5, 1963
SECTION: S.E. 166th Pl.-E. Burnside Rd.		SECTION PREFIX: 526-1095
HIGHWAY: S. E. Stark St.		COUNTY: Multnomah
NAME OF JOB: S.E. 166th Pl.-E. Burnside Rd.	KIND OF WORK: Grading and Stone Base	
CONTRACTOR: Logan, Taylor & Co.	CONTRACT NUMBER: 6266	FEDERAL AID PROJECT NUMBER: S 505 (1)
DATE OF CONTRACT: May 6, 1963	DATE WORK STARTED: June 3, 1963	ESTIMATED COMPLETION DATE: Sept. 16, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION:	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 64
PROJECT AUTHORIZATION: $ 177,923.27	ENGINEERING AUTHORIZATION $ 0	PERCENT OF TIME ELAPSED: 106.67%
EXCLUSIVE OF ENGINEERING: $ 177,923.27	ENGINEERING COST TO DATE $ 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 172,070.13	PERCENT OF AUTHORIZATION . . . . 0 %	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 3.29 %	DATE PROJECT WAS COMPLETED: Sept. 16, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

CONSTRUCTION DIVISION
OCT 8 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted to the Division Engineer Oct. 4, 1963.

SIGNED M. W Whitfield

ADDRESS 2115 S. E. Morrison, Portland, Ore.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 1 - 1963
FOR FILING

September 30, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 5
October 10, 1963 Meeting

Gentlemen:

We have received a request for an extension of time on Contract No. 6266 from Logan, Taylor & Company, contractor for grading and base construction on the S. E. 166th Place-East Burnside Road Section of Stark Street (FAS-641) in Multnomah County. The request was for 4 days to extend the original 60-day allowance to 64 days.

The request is based on the fact that the existing pavement was much thicker than had been shown on the plans. The old pavement was broken into small chunks and incorporated into the new subgrade, and the unanticipated extra thickness required an additional 3 workdays. Also, the contractor states that additional time was required to excavate and backfill soft spots in the subgrade. This work was reported by our field office to have required an additional 2 workdays.

Thus, unanticipated work on the project required an additional 5 workdays, so the 4-day request from the contractor is a reasonable one. The project was completed with a 4-day overrun, so the grant of the request will eliminate liquidated damage charges on this project.

This matter will be presented to you at the October 10 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

RECEIVED
NOV 14 1963

FOR FILING

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#5

Oregon State Highway Commission
Salem, Oregon

Date August 25, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 64 days, within which to complete our Contract No. 6266, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The plans & specifications for the project indicated that the center strip was approximately 4" + or - and actually the salvage area was in excess of 8" in most of the area, and additional time was spent in reducing size of salvage material.

Due to the lateness of warm weather, many soft spots turned up and additional time was spent in correcting this condition.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 10, 1963 for 4 added days
C. Hoyt Quesy
Secretary

LOGAN, TAYLOR & COMPANY
Contractor
By Lewis J Butt Sec.-Treas.

CONSENT OF SURETY

Date September 16, 1963

We, GREAT AMERICAN INSURANCE COMPANY

NEW YORK, NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
by: [signature]
Attorney-in-fact
Frank Amerata
AMERATA AND COMPANY (SEAL)
by [signature]
Resident Agent
329 S. W. 5th Avenue
Portland, Oregon 97204

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6266 Contractor Logan, Taylor & Co.

Highway FAS 641 (Beach St.)

Section 16th St., -E. Burnside St.

Kind of Work Grading and Surfacing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

See Attached Letter

Recommended for Approval:

Asst Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6266

Project designation S-505 (3) State-Federal

Date awarded 5-4-43

Work started 6-3-43

Per cent completed 100% 9-26-43 Date

No. of Workdays Allowed 60

No. of Workdays Used 64

No. of Added Workdays Requested 4

FORM E-30 BOM 3-62 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1963

SUBJECT: Time Extension
166th Place-E. Burnside Road Section
FAS-641 (Stark Street)
Contract No. 6266

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Logan, Taylor & Company, contractor on this project, for a 4 day time extension. The requested increase would change the allowable time on the project from 60 workdays to 64.

The reasons cited by the contractor to justify the increase are that the actual thickness of existing pavement was considerably greater than the 4"± shown on the plans, and that many soft spots in the grade had to be subexcavated and backfilled.

The project plans showed an "existing 4"± asphaltic concrete and oil mat" and the specifications required that this material be broken into chunks, the largest dimension of which is 4", and the material incorporated into the adjacent roadbed. As it actually turned out, some of the existing paving was in excess of 8", and this required a large amount of unanticipated work to meet the 4" dimension specification. The report from the field is that this required 3 days more than had been anticipated.

A number of wet spots were encountered in the grading and these were subexcavated and backfilled with suitable material. This work was done at bid price and required an additional 2 workdays.

We recommend that the requested 4 day extension be granted without the assessment of liquidated damages. This is an FAS(c) project and BPR concurrence is not required. A rough draft to the Commission is attached.

The project was completed on August 16, 1963, with a 4 day overrun of the time limit. The grant of the requested extension will eliminate liquidated damage charges on the project.

F. D. Morgan
Construction Engineer

RECD
SEP 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:bjm
Attachments

cc: L. H. Young

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S E MORRISON
PORTLAND 14, OREGON 97214
CA 7-8441

September 18, 1963

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
P. O. Box 4727 - Sellwood Station
Portland, Oregon 97202

Re: EXTENSION OF TIME ON
F.A.S. 641-STARK ST.-CONTRACT 6266

Dear Sir:

Logan, Taylor & Company have in my opinion exerted a diligent and continuous effort to complete this project within the specified time limit.

They have engaged as much equipment and manpower as could expediently be used in the area to which the traffic and contract requirements limit them. Logan, Taylor & Company have complied with every suggestion made by this office for adding or altering equipment activity to increase production.

Contrary to the plans, which show a depth of 4"± for the existing surfacing many areas were in excess of 8 inches. As stated in the Contractors Request for Time Extension considerable time was spent in reducing the asphalt to the specified 4 inch size.

This office has recorded soft spots in seventeen different areas on the project which at one time or another required excavation. Most of the soft areas appeared in the portion of the roadway over which the traffic was being routed. The contractor was of necessity required to remove these areas in the midst of traffic.

The contractor in removing soft areas on this project also was faced with working around the many gas and water services present. While the removal of soft areas in itself constitutes a loss of time the above mentioned items only add to the time required for removal.

I feel in view of the facts presented that the additional four days asked for by the contractor should be granted.

Yours very truly,

P. C. NORTHROP
County Engineer and Roadmaster

M. W. Whitfield

M. W. WHITFIELD
Assistant Construction Engineer

MWW:lh
Enc: Request for Ext. (5)

RECEIVED
OCT 1 1963
FOR FILING

September 30, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 16 on Contract No. 6266. The contract was with Logan, Taylor & Company and was for grading and stone base on the 166th Place-East Burnside Road, FAS Route 641 (Stark Street) in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 30, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
JUN 13 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 6-67

PROJECT REPORT NO. 4

FORM R-2 (REV. 4-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: S-505(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S.E. 167th. Ave. to Burnside Rd.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-1-63	1.75
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 185,694.00	$ 116,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Stone
Asst State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. N. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-505(1)

S.E. 166TH PLACE-EAST BURNSIDE ROAD SECTION

OF S.E. STARK STREET (FAS 641) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1963

Type Code 2013
Roadway (Sta. 197+30 to Sta. 259+35)(Contract 6366)

Removal of Curbs	2,400	lin.ft.	$ 0.50	$ 1,200.00
Removal of Walks and Driveways	890	lin.ft.	0.75	622.50
Removal of Inlets	6	only	30.00	180.00
Removal of Miscellaneous Concrete and Masonry	20	cu.yd.	10.00	200.00
Removal of Underground Tanks	2	only	150.00	300.00
Structural Excavation, Unclassified	190	cu.yd.	4.00	760.00
General Excavation, Unclassified	42,700	cu.yd.	0.85	36,295.00
Finishing Roadbed and Slopes	1.18	mile	500.00	590.00
8-inch Sewer Pipe	240	lin.ft.	2.50	600.00
Concrete Inlets, Type "GB"	31	only	75.00	2,325.00
Adjustment of Inlets	1	only	25.00	25.00
Concrete Sumps	28	only	250.00	7,000.00
Class "A" Concrete in Steps	4	cu.yd.	70.00	280.00
Class "A" Concrete in Walls	90	cu.yd.	55.00	4,950.00
Metal Reinforcement in Walls	5,500	lb.	0.16	880.00
Concrete Curbs	350	cu.yd.	35.00	12,250.00
Concrete Driveways	2,300	sq.yd.	3.90	8,970.00
Concrete Walks	910	sq.yd.	2.95	2,684.50
Coarse Crushed Material in Base	32,600	ton	2.00	65,200.00
3/4" - 0 Material in Base	3,900	ton	2.35	9,165.00
3/4" - 0 Material in Footpaths	830	ton	3.00	2,490.00
1/4" - 0 Material in Footpaths	270	ton	4.00	1,080.00
Sprinkling	1,350	M-gal.	2.50	3,375.00
SS-1 Asphalt in Sprinkling	3,650	gal.	0.25	912.50
Preparation of Base	1.18	mile	800.00	944.00
1/2" - 1/4" Material in Binder Course	410	cu.yd.	3.50	1,435.00
RC-800 Asphalt	65	ton	40.00	2,600.00
				$167,313.50
Flagging (57½% of Contractor's Cost)	All Required			$ 1,500.00
	Subtotal			$168,813.50
	10% Engr. & Cont.			16,880.50
	Total			$185,694.00

Length of Roadway - - - - - 1.175 Miles
Cost of Roadway Per Mile- - $158,037.44

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-505(1)

S.E. 166TH PLACE-EAST BURNSIDE ROAD SECTION

OF S.E. STARK STREET (FAS 641) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1963

Type Code 2013
Roadway (Sta. 197+30 to Sta. 259+35)(Contract 6266)

Removal of Curbs	2,400 lin.ft.	$ 0.50	$ 1,200.00
Removal of Walks and Driveways	830 lin.ft.	0.75	622.50
Removal of Inlets	6 only	30.00	180.00
Removal of Miscellaneous Concrete and Masonry	20 cu.yd.	10.00	200.00
Removal of Underground Tanks	2 only	150.00	300.00
Structural Excavation, Unclassified	190 cu.yd.	4.00	760.00
General Excavation, Unclassified	42,700 cu.yd.	0.85	36,295.00
Finishing Roadbed and Slopes	1.18 mile	500.00	590.00
8-inch Sewer Pipe	240 lin.ft.	2.50	600.00
Concrete Inlets, Type "GB"	31 only	75.00	2,325.00
Adjustment of Inlets	1 only	25.00	25.00
Concrete Sumps	28 only	250.00	7,000.00
Class "A" Concrete in Steps	4 cu.yd.	70.00	280.00
Class "A" Concrete in Walls	90 cu.yd.	55.00	4,950.00
Metal Reinforcement in Walls	5,500 lb.	0.16	880.00
Concrete Curbs	350 cu.yd.	35.00	12,250.00
Concrete Driveways	2,300 sq.yd.	3.90	8,970.00
Concrete Walks	910 sq.yd.	2.95	2,684.50
Coarse Crushed Material in Base	32,600 ton	2.00	65,200.00
3/4" - 0 Material in Base	3,900 ton	2.35	9,165.00
3/4" - 0 Material in Footpaths	830 ton	3.00	2,490.00
1/4" - 0 Material in Footpaths	270 ton	4.00	1,080.00
Sprinkling	1,350 M-gal.	2.50	3,375.00
SS-1 Asphalt in Sprinkling	3,650 gal.	0.25	912.50
Preparation of Base	1.18 mile	800.00	944.00
1/2" - 1/4" Material in Binder Course	410 cu.yd.	3.50	1,435.00
RC-800 Asphalt	65 ton	40.00	2,600.00
			$167,313.50
Flagging (5% of Contractor's Cost)	All Required		$ 1,500.00
	Subtotal		$168,813.50
	10% Engr. & Cont.		16,880.50
	Total		$185,694.00

Length of Roadway - - - - - 1.175 Miles
Cost of Roadway Per Mile- - $158,037.44

Federal Funds	$116,900.00
State Funds	34,397.00
County Funds	34,397.00
	$185,694.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 21 1963
FOR FILING

May 6, 1963

Logan, Taylor & Co.
7800 N. E. Killingsworth
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, accepted your proposal for grading and stone base on 166th Place-East Burnside Road Section of FAS Route 641 in Multnomah County for the sum of $168,761.50, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6266. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

NOTED
J. Mc C.

RECEIVED
MAY 14 1963
FOR FILING

6766

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1963

SUBJECT: Advance Deposit
166th Place-East Burnside Road Section
FAS 641, Multnomah County

To: Mr. L. H. Young
Office Engineer
Building

By copy of this letter we are transmitting to the Accounting Division Multnomah County's check for $48,400 which is the required advance deposit for the subject project.

This project is now clear for award of contract.

Robert H. Prange
County & City Field Engineer

RHP:ms

cc: Mr. C. H. Maison, attention Mr. John Herr
Mr. Lloyd Shaw

NOTED
LLOYD P. SHAW

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 9

Salem, Oregon
April 29, 1963

Agenda Item 4-h

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Verne R. Jones
County & City Planning Engineer

Attached is a conformed copy of a cooperative construction agreement with Multnomah County covering the widening of S.E. Stark Street from S.E. 166th Place to its intersection with East Burnside Road near S.E. 190th Ave. (FAS 641).

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 1

RECEIVED
APR 18 1963
FOR FILING

April 17, 1963

Oregon State Highway Commission

Gentlemen:

There will be on the April 25 agenda an agreement with Multnomah County for widening S. E. Stark Street from S. E. 166th Place to its intersection with East Burnside Road near S. E. 190th Avenue.

This proposal lies on the route of what was, until recently, Federal-aid Primary Route No. 39. Removal of this highway from the federal-aid primary system was requested March 25, 1963, and concurrence was indicated by the Bureau of Public Roads by letter of March 29. That part of voided Primary Highway No. 39 on S. E. Stark Street from S. E. 82nd Avenue to the intersection of S. E. Stark Street with East Burnside Road near S. E. 190th Avenue, has been converted to Federal-aid Secondary Highway No. 641 (county system).

Approximately $373,000 of combined Federal-aid Secondary, State, and County participating funds is available for this project. The agreement provides for the usual 60-Federal, 20-County, 20-State match ratio. The right of way shall be provided by the County, which will also pay all costs of the project in excess of $373,000. The State's share in participation in this project is estimated to be approximately $75,000.

Your approval of this agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison
F. D. Morgan
L. H. Young

LPS:ajw FC:fn

S-505(2) 166th Place-E. Burnside Road 1963
Sec., FAS 641 (S.E. Stark St.)
#6267 Paving

RECEIVED
AUG - 3 1964
FOR FILING

July 31, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On July 24, 1964, we wrote to you concerning release of final payment on contract #6267, awarded to Oregon Asphaltic Paving Co., for paving 166th Place-East Burnside Road Section of FAS 641 (SE Stark St.) in Multnomah County.

Final payment on this contract is $1,687.30 and the total contract amount is $56,243.17, including $270.91 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Oregon Asphaltic Paving Co.,
1220 SE 190th Avenue
Portland 33, Oregon

cc: C. H. Malson
Attn.: John Herr

RECEIVED
JUL 22 1964
FOR FILING

(3)
6267

July 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1964, on Contract No. 6267. The contract was with Oregon Asphalt Paving Company and was for paving on the 166 Place-East Burnside Road Section of FAS 641 (S. E. Stark Street) Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 22, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

RECEIVED
JUL 2 2 1964
FOR FILING

(1)
6267

July 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 3, 1964, on Contract No. 6267. The contract was with Oregon Asphalt Paving Company and was for paving on the 166 Place-East Burnside Road Section of FAS 641 (S. E. Stark Street) Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 22, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: July 3, 1964

SECTION: 166th Pl. - E Burnside

SECTION PREFIX: 526-1096

HIGHWAY: F.A.S. 641 -S.E. Stark

COUNTY: Multnomah

NAME OF JOB: S.E. 166TH PL. - E. BURNSIDE RD.

KIND OF WORK: Paving

CONTRACTOR: Oregon Asphaltic Paving Co.

CONTRACT NUMBER: 6267

FEDERAL AID PROJECT NUMBER: S-505 (2)

DATE OF CONTRACT: May 6, 1963

DATE WORK STARTED: 8-23-63

ESTIMATED COMPLETION DATE: 7-3-64

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 20

WORK DAYS USED: 20

PROJECT AUTHORIZATION: $ 64,781.64

ENGINEERING AUTHORIZATION $ 0

PERCENT OF TIME ELAPSED: 100%

EXCLUSIVE OF ENGINEERING: $ 64,781.64

ENGINEERING COST TO DATE $ 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 64,781.64

PERCENT OF AUTHORIZATION 0 %

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

DATE PROJECT WAS COMPLETED: 7-3-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.18
MILES PARTIALLY COMPLETED					1.18
MILES COMPLETED					1.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,078
TOTAL QUANTITIES CORRECTED TO DATE					10,078
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					10,078
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

One extruding curb machine

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		
TUESDAY	"		
WEDNESDAY	Light Shwrs		
THURSDAY	" "		
FRIDAY	Fair		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUL 7 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work.
TUESDAY	Contractor removed existing asphalt curb.
WEDNESDAY	Poured extruded curb. Removed asphalt stains on the curb.
THURSDAY	No work.
FRIDAY	Patched Curb.
SATURDAY	

REMARKS

SIGNED M.W. Whitfield

ADDRESS 2115 S.E. Morrison St., Portland, Oregon 97214

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUN 13 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FORM R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

PROJECT REPORT NO.

4

STATE

Oregon

COUNTY

Multnomah

PROJECT NO.

S-505(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. S.E. 167th Ave. to Burnside Rd.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-1-63	1.175
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 68,191.00	$ 42,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd W. Stuart

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-505(2)

S.E. 166TH PLACE-EAST BURNSIDE ROAD SECTION

OF S.E. STARK STREET (FAS 641) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1963

Type Code 6201
Roadway (Sta. 197+30 to Sta. 259+35)(Contract 6267)

Class "D" Asphaltic Concrete	10,750 ton	$ 5.48	$58,910.00
Class "C" Asphaltic Concrete	200 ton	7.00	1,400.00
Asphalt in Tack Coat	11 ton	50.00	550.00
Asphaltic Concrete Curbs	440 lin.ft.	0.80	352.00
Setting Monument Boxes	3 only	10.00	30.00
			$61,242.00
Flagging (57½% of Contractor's Cost)	All Required		$ 750.00
		Subtotal	$61,992.00
		10% Engr. & Cont.	6,199.00
		Total	$68,191.00

Length of Roadway - - - - - - 1.175 Miles
Cost of Roadway Per Mile- - $5,803.48

Federal Funds -	$42,900.00
State Funds -	12,645.50
County Funds- -	12,645.50
	$68,191.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 21 1963
FOR FILING

May 6, 1963

Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland 33, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, accepted your proposal for paving on 186th Place-East Burnside Road Section of FAS Rte. 641 (S.E. Stark Street) in Multnomah County for the sum of $61,242.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6267. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

F-003-1(16) Astoria Br. Steel Superstructure, Columbia River Br. 1967

#6268 Folder #11

C & A 1880
2423
2474
2168

for
Daily historian
Newspaper
Astoria Bridge
Association
re
dedication
Sec. Org.
Bridge
Astoria

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: January 21, 1981

CON 6-4-3
7949

FROM: Jack L. Davis
Foundation Engineer

SUBJECT: The Life and Times and Current Status of Maintenance Painting on the Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949

NOTED
E. S. HUNTER

On Tuesday, January 13, 1981, an overall inspection of the subject bridge was made to review the general condition of paint on the numerous structural steel spans. The purpose of the inspection was to determine which portions of the structure could feasibly be painted by the newly formed State Bridge Maintenance Painting Crew and which portions should be painted by contract.

Present on this spection were Walt Hart, John Wood, Ted Litchfield, Ted Thompson, Fred Lucht, Bill Bangert, Harold Seaton and me.

Subsequent to this inspection, I reviewed all prior new and maintenance painting contracts to ascertain the age and various types of coatings now existing on the steel spans. This information is combined with the findings of the inspection and is contained in the following summary.

Contract specifications and paint formulations, except for proprietory products, for maintenance painting performed under the following listed contracts are on file in the Bridge Design Office. If required for some purpose, the Brand names, composition and other information on proprietory paints may be shown on paint inspection reports or laboratory reports on file for the various contracts at the Materials Testing Laboratory. Proprietory products are shown as (P) in the following summary.

JD:jrb

cc: John Wood
Ted Litchfield
Fred Lucht

~~bc: Jack Davis~~

RECEIVED
TECHNICAL SERVICES
JAN 23'81
REFER TO
FOR
Info | Invest | R/D | [illegible] | [illegible] | File

Contains Recycled

C & A 1880
2423
2474
2168

for
Daily Astorian
newspaper
re Astoria Bridge
dedication
See Arg.
Bridges
Astoria

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: January 21, 1981

CON 6-4-3
7949

FROM: Jack L. Davis
Foundation Engineer

SUBJECT: The Life and Times and Current Status of
Maintenance Painting on the
Columbia River (Astoria) Bridge
Oregon Coast Highway
Clatsop County
Bridge 7949

NOTED
E. S. HUNTER

On Tuesday, January 13, 1981, an overall inspection of the subject bridge was made to review the general condition of paint on the numerous structural steel spans. The purpose of the inspection was to determine which portions of the structure could feasibly be painted by the newly formed State Bridge Maintenance Painting Crew and which portions should be painted by contract.

Present on this spection were Walt Hart, John Wood, Ted Litchfield, Ted Thompson, Fred Lucht, Bill Bangert, Harold Seaton and me.

Subsequent to this inspection, I reviewed all prior new and maintenance painting contracts to ascertain the age and various types of coatings now existing on the steel spans. This information is combined with the findings of the inspection and is contained in the following summary.

Contract specifications and paint formulations, except for proprietory products, for maintenance painting performed under the following listed contracts are on file in the Bridge Design Office. If required for some purpose, the Brand names, composition and other information on proprietory paints may be shown on paint inspection reports or laboratory reports on file for the various contracts at the Materials Testing Laboratory. Proprietory products are shown as (P) in the following summary.

JD:jrb

cc: John Wood
Ted Litchfield
Fred Lucht

~~bc: Jack Davis~~

RECEIVED
TECHNICAL SERVICES
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FOR
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ORIGINAL PAINT SYSTEM

Contract: 6268 Astoria Bridge Superstructure (5-10-63)
Completed: 1965-66
All steel deck girder, deck truss, and through truss spans and steel towers on Piers 169 and 17 (except Span 4, constructed by the State of Washington)

By requirements of the contract, all steel members were blast cleaned and painted, except for the final finish coat, in a covered and enclosed paint shop prior to erection. All spans except Spans 10 and 15 were painted with a quick-dry red lead primer with alkyd enamel finish coats, with Spans 10 and 15 painted with a basic lead silico chromate system.

Spot coating of damaged areas and field connections and application of the final finish coat was performed after erection during the years of 1965-1966.

Cleaning - By specification, steel surfaces were blast cleaned prior to painting by the old "area-per-time" method using standardized materials and equipment. This method usually removed rust and loose mill scale, but did not necessarily remove tightly bonded, thick or hard mill scale. It has become evident on subsequent maintenance painting projects that considerable mill scale remained on the surface of the steel after cleaning. This mill scale still remains, except where removed by later maintenance painting, and generally appears to be hard and tight except for scattered rusted areas.

Painting - All spans except Spans 10 and 15

Coat	Formula
Prime	12-51 Quick Dry Red Lead
3 base coats	12-51 alternate coats tinted
2 stripe coats	12-51
Crack filler	A-3-57 Red Lead Paste
First finish coat	317-51 Green Alkyd Finish (tinted)
Spot coat (field)	All previous coats
Second finish coat	317-51 Green Alkyd Finish

Spec. min. paint film thickness: 2 mils wet each coat

Painting - Spans 10 and 15

Coat	Formula
Prime	No. 1 Basic Lead Silico Chromate
3 base coats	No. 1, 2 & 3 (Formulas 1, 2 & 3 similar except
2 stripe coats	No. 1 for slight variations in pigment)
Crack filler	A-3-57 Red Lead Paste
First finish	No. 4 Basic Lead Silico Chromate
Spot (field)	All previous coats
Second finish (field)	No. 5 Basic Lead Silico Chromate

Comments - In areas not yet repainted and except for occasional scattered areas of rust, the original shop applied paint appears to be in good to very good condition considering 16± years of exposure. However, the field applied final finish coat appears to be loose and peeling in most areas of the bridge, indicating salt and/or dirt contamination between the first (shop) finish coat and the second (field) finish coat.

Numerous areas of metallic gray-colored paint appears on various members under the final green finish coat throughout the structure. Preliminary indications are that this was an organic zinc-rich primer, identified only as "Chem-Bar", used as a primer for spot patching and field connections prior to application of the final finish coat of green alkyd.

At present, significant rust breakthrough in the original paint system is most apparent in the floor beams, deck stringers and adjacent connections and bracing under the deck in spans not yet repainted, as hereinafter discussed.

EXISTING PAINT SYSTEMS

Span 4 - Deck Girder Span

Contract: 7782 (6-29-72)
Completed: July 1974
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D2200.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Base	(P) Inorganic zinc silicate	3 mils
Stripe	(P) Organic zinc	3 mils
Wash primer	(P) Vinyl wash primer	0.5 to 0.9 miles
1st Finish	(P) Vinyl finish	3 mils
2nd Finish	(P) Vinyl finish	3 mils

Comments - Generally in good condition, Occasional rust breakthrough on edges, around bolts and in connections.

Recommend spot painting by state crew.

Spans 5 through 11 - Through truss spans

Above Deck

Contract: 6268 (5-10-63)
Completed: 1965-1966
Paint Type: Original red lead-alkyd
Cleaning and Painting - see Original Paint System

Comments - The final finish coat is loose and peeling in numerous areas and surfaces. However, this seems to have no detrimental effect on the underlying shop applied prime, base and finish coats, all of which seem to be in overall good condition.

Scattered areas of rust breakthrough are apparent on edges, rivet heads and connections, and occasionally on flat surfaces. Some spots of organic zinc primer are exposed by the peeling top coat of paint.

Recommendation - spot painting by state crew.

Below Deck

Contract: 7782 (6-29-72)
Completed: July 1974 (in conjunction with Span 4)
Paint Type: Inorganic zinc silicate primer
Vinyl finish

Areas Painted: Floor beams, stringers, bottom lateral system, bottom truss chord, gusset plates attached to preceeding members, exposed portions of expansion devices.

Cleaning - Blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Base	(P) Inorganic Zinc Silicate	3 mils
Stripe	(P) Organic zinc	3 mils
Wash primer	(P) Vinyl wash primer	0.5 to 0.9 mils
1st Finish	(P) Vinyl finish	3 mils
2nd Finish	(P) Vinyl finish	3 mils

Comments - Generally in good condition. Occasional rust breakthrough on edges, around bolts and rivets and in connections.

Recommendation - spot painting by state painting crew.

Spans 12 through 19 - Deck Girder Spans

Contract: 8470 (2-1-77)
Completed: March 1980
Paint Type: All vinyl

Cleaning - Span 12 blast cleaned to white metal conforming to pictorial standard Sa 3 of ASTM D 2200. All other spans blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed in blast cleaning under Contract 8470, but some may remain.

Painting - Formulas are from State of California.

Coat	Formula	Spec. Min. D.F.T.
Vinyl Wash Primer	701-80-52	0.5 mil max.
Vinyl Base	741-80-40 741-80-41	4 alt. coats approx. 1 mil each. Total min. 4 mils.
Vinyl Finish	741-80-75	2 coats approx. 1 mil each. Total min. 2 mils.

Note: On Spans 13 through 19, (P) Mobil Co. Val-Chem Primer 80-R-8 (vinyl-iron oxide) was substituted for specified vinyl wash primer and first coat of vinyl base, applied 1.5 mils min. D.F.T.

Comments -

At this inspection, most surfaces appear to be in very good condition, but rust is present in scattered locations on sharp corners, some unsealed bolted connections, bolts, and on some flat surfaces - generally the bottoms of the bottom flange - in small patches.

Recommendation - spot painting and sealing as required by state painting crew.

Spans 160 through 163 - Deck Girder Spans

Contract: 9150 (6-1-80)
Completed: December 1980
Paint Type: Hi-build vinyl

Cleaning - All steel blast cleaned to near white metal conforming to pictorial standard Sa 2-1/2 of ASTM D 2200.

Note: The ends of all girders for a distance of approximately 15 feet from the piers had previously been blast cleaned to white metal and primed with inorganic zinc primer under Contract 7339 completed 9-23-70. Most of this primer was removed by blast cleaning under Contract 9150, but some may remain.

Painting -

Coat	Formula	Spec. Min. D.F.T.
Prime	(P) Iron Oxide Vinyl	2 mils
1st Finish	(P) High Build Vinyl	Approx. 3 mils
2nd Finish	(P) High Build Vinyl	Approx. 3 mils
		8 mils Total
Joint Sealer	Indust. grade silicone sealer	

Comments - This painting completed shortly before this inspection. All surfaces, joints and connections appear to be excellent, except rust is showing in scattered locations on sharp edges of shear-cut members.

Recommendation - deferred to one-year inspection.

Spans 164 through 168 and Span 171 - Deck Truss Spans

Contract: 7339 (2-24-70)
Completed: 9-23-70
Paint Type: Acrylic and vinyl over original red lead-alkyd

Cleaning - All surfaces steam cleaned. Rusted areas spot blast cleaned to white metal.

Note: Specifications required sweep blast cleaning as necessary to remove "foreign matter", but apparently was not employed or did not remove the loose final alkyd finish coat of the original paint system, as discussed under Painting.

Painting - (as originally specified)

Coat	Formula	Spec. Min. D.F.T.
Prime (bare metal)	(P) Inorganic zinc silicate	3 mils
Undercoat (all surf.)	MIL-P-15328 vinyl wash	0.5 mil
Stripe	(P) High build vinyl	-
Finish	(P) High build vinyl	1.5 mils

Problems! By agreement between State and Contractor, the Undercoat (vinyl wash primer) was deleted prior to commencement of work. Later, application of vinyl finish coat directly to surface of existing alkyd paint resulted in blistering and lifting of loose final finish coat of original alkyd paint and underlying areas of organic zinc primer (see original paint). By Extra Work Order, all loose and blistered areas were cleaned and scraped, and an "acrylic enamel" applied over all surfaces prior to the final finish coat of vinyl.

Comments - Inspection reveals moderate to heavy rusting of steel members in the floor beams, stringers, upper truss chords and lateral bracing under the deck and their connecitons.

Posts and diagonal members of the truss below the upper gusset plates and all lower truss members appear to be generally in good condition, with scattered rust break through on rivet heads, edges, connections and spot rust on flat surfaces. However, the outer layer of paint is loose and peeling in numerous locations. This outer layer is either the acrylic enamel-vinyl top coat applied in 1970 or may also include the original alkyd finish coat not removed in this work.

Recommendation - These spans should be painted by contract. The floor system and upper truss will probably require complete blast cleaning to at least "Commercial" (depends on coating system to be used) while lower truss members will require only spot blast cleaning - and removal of all the loose top coats of paint by a suitable method to be determined, possibly by sweep blast cleaning.

This work should include the rocker bent on Pier 164 supporting steel girders of Span 163, not included in Contract 9150.

Spans 168 through 170 - Main Through Truss Spans

Contract: 6268 (5-10-63)
Completed: 1965 - 1966
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments

Above Deck - The paint on most upper truss members and lateral bracing appears to be in generally very good condition considering its age. Again, numerous areas of loose and peeling final finish coat of alkyd paint are present throughout the three spans but does not have a serious effect on the quality of the underlying coats. Scattered rust breakthrough appears on rivet heads, gusset plates, various connections, and spot rust on edges and some flat surfaces. More pronounced general rusting appears on a very limited number of vertical members and other scattered locations.

Heavy deposits left by irresponsible seagulls cover most of the upper surfaces of upper truss members. Although these deposits do not seem to have seriously effected the paint, their removal will be required, with some difficulty, before recoating can be considered.

Recommendation: Spot blast cleaning and spot painting of rusted areas only by state painting crew. Sweep blast cleaning remaining surfaces (or other satisfactory removal of loose paint, salt, dirt and other "deposits") and topcoating would be desirable at this time to greatly prolong the life of the existing original paint, but is not mandatory in the immediate future.

Below Deck - Moderate to heavy rust breakthrough on most steel members of the deck system and lower chords, but appears to vary in degree of rusting and location.

The steel below deck will probably require complete blast cleaning to at least "Commercial", but a closer and full inspection of these members may reveal that a substantial amount of the existing paint could be saved by a combination of full, spot and sweep blast cleaning methods.

Recommendation - cleaning and repainting by contract.

Steel Towers, Piers 169 and 170

Contract: 6268 (5-10-63)
Completed: 1964-1965
Paint System: Original red lead-alkyd

Cleaning and Painting - see Original Paint System

Comments - Recent blast cleaning and painting of the base of the tower legs in the areas of the tension hold-down rods by the state maintenance crew has restored these locations to very good condition. The remainder of the towers appears to be in generally good condition, with scattered small spots or areas of rust, and the previously described loose top-coat of original paint, although peeling does not appear to be as extensive as on truss members.

Recommendation - spot cleaning and painting of rusted areas only by state painting crew.

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: December 15, 1978

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Commission Meeting Agenda Items Report on Astoria Bridge Lawsuit, Agreement with City of Portland, Report to the Commission on Oregon State Grange Resolution on Business Identification Signs.

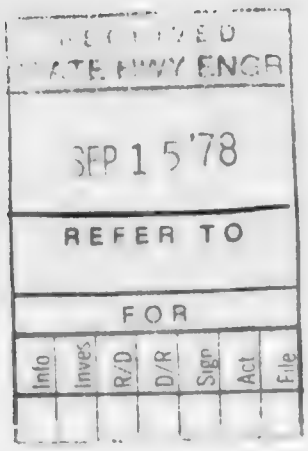
I will report to the Commission that the Astoria Bridge lawsuits are finally concluded and give them a brief history of what has been involved and that all that remains to be decided now is the amount of attorney fees that the State will recover.

I will report to the Commission that an agreement has been reached with the City of Portland for the leasing of the land underneath the Fremont Bridge and give them a brief summary of the lease as it involves payment and appraisal of the land and future lease agreements (copy attached).

I will advise the Commission that as far as the State Grange Resolution on business identification signs is concerned that this is a very real problem in rural businesses and that attempts have been made to get the Federal Highway Administration to change the rules and allow these as an exception to the Outdoor Advertising Sign Resolution but no one so far has succeeded. I will suggest that it would probably be appropriate to endorse the Resolution and forward it to the Federal Highway Administration in Washington for consideration.

Get endorsement from TIC ?

JLS:hg
Attachment



SUPPLEMENTAL

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 5562

Case No.: 64-391

To be submitted to Commission: 11-28-78 Approved by Commission: _____

Name of Case: DELONG CORPORATION County: MARION

Cause of Action: CONTRACT ACTION FOR DAMAGES

Demands of Plaintiff: $1,000,000.00 PLUS

Date(s) of Trial: SUMMARY JUDGMENT Judge: DUANE ERTSGAARD

Attorney for State: LESLIE B. HAMPTON

Attorney for Plaintiff: AL FRANZKE

Verdict or Judgment: JUDGMENT OF STATE Interest: -----

Attorney Fees: $50,000.00 Court Costs: -------

REMARKS: The summary Judgment for the State was previously reported. That Judgment awarded attorney fees to the State. The State's attorney fees have now been set at $50,000.00 and have been paid by DeLong, Inc.

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FOR
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NOTED
H.S.COULTER

Leslie B Hampton
Signed

cc File
[illegible] JACK L. SOLLIS
L. B. Hampton
[illegible] H.S. COULTER
[illegible] C.T. KEASEY
WALTER HART

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

October 27, 1978

Mr. V. E. Skoog
Controller
Room 434
Transportation Building
Salem, OR 97310

Re: DeLong Corporation v. State of Oregon
Case No. 64-691 (L-5562)

Dear Vern:

I forward herewith a check from the DeLong attorneys in the amount of $50,000.00, covering the state's attorney fees and costs of defense in the above-mentioned case. Please credit the appropriate account.

Transmitting this check is a pleasant task, making up my final action in the Astoria Bridge litigation. Thank God it's over.

Amen!

Scott Hampton
10/31

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jls
Encl.
cc: H. S. Coulter
Walter Hart

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OCT 31 '78
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1218

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDING
SALEM, OREGON 97310

TELEPHONE (503) 378-4400

October 3, 1978

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: Delong Cases, Gordon H. Ball Case

Dear Les;

I have a copy of Glenn's letter to you regarding the Delong case and I want to add my thanks and congratulations. It is hard to believe that this case is finally behind us, but it is most pleasant to realize that it is behind us as a victory and one where we receive the award of attorney's fees, for a pleasant change. You did an excellent job on that case and we find the press interested in dealing with it. They should be.

I am also pleased with the progress in the Ball case and it looks like we're headed to a successful conclusion there, as well.

Again, thanks for your sincere dedication and hard work.

Very truly yours,

James A. Redden
Attorney General

JAR:cm
cc: Glenn L. Jackson
H.S. Coulter
Robert A. Burco

RECEIVED
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6268

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
U. S. COULTER

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 25, 1978

H. S. Coulter
Highway Engineer
130 Transportation Building
Salem, OR 97310

Re: DeLong (U.S. Steel) v. State
Case No. 64-691 (L-5562)

Dear Mr. Coulter:

A hearing was scheduled for this morning, September 25, 1978, to present evidence as to the amount of attorney fees and defense costs that the State should receive in the above-entitled case. On Saturday, September 23, 1978, DeLong's attorney, Allan Franzke contacted me regarding settlement. Last minute preparations for the hearing convinced me that we should not retreat from our $50,000.00 demand for settlement. After a further telephone conference with his client and/or "time for face saving", Mr. Franzke abandoned his final offer of $45,000.00 and accepted our demand.

Except for receiving payment and executing a release this concluded the last element of our multiple litigation with DeLong.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jao
cc: James A. Redden
James W. Durham
Fred Klaboe
Walter Hart

9/27 by hes. Good Job, hes. It's good to have it all over. —Dave

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#6268

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE (503) 378-4400

August 31, 1978

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
100 State Office Building
Salem, Oregon 97310

Dear Les;

Although it is almost beyond belief, it does appear that the DeLong case has ended. Although you had won it, for all intents and purposes, I really did believe that they would continue the fight on the appellate level if only out of habit.

I want to join others in my congratulations to you for doing an excellent job on an extremely technical, complicated and sometimes frustrating case. I'm sure that my predecessors, Bob Thornton and Lee Johnson, likewise join in congratulations and it is amazing to think that this case has survived three of us!

You did do an excellent job, you should be congratulated and you should be proud of yourself.

Very truly yours,

James A. Redden
Attorney General

JAR:jp
CC: The Honorable Robert Y. Thornton
The Honorable Lee Johnson
Personnel File

BCC: Robert A. Burco

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SEP 1978
DIRECTOR'S OFFICE

6268

8

August 28, 1978

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
100 State Office Building
Salem, Oregon 97310

Dear Les:

I don't know quite how one learns the patience to work on a case, such as the DeLong case, for 13 years. Nevertheless you have; and probably without that patience and perseverance on your part, we would not have been so fortunate.

I congratulate and thank you for a job extremely well done.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

FBK:srb

cc: The Honorable James A. Redden
Glenn L. Jackson (w/att.)
N. S. Coulter

1268

8

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

August 24, 1978

H. S. Coulter
Highway Engineer
130 Transportation Bldg.
Salem, Oregon 97310

Re: DeLong (U.S. Steel) v. State
Case No. 64691 (L-5562)

Dear Coulter:

I am finally able to report that the above mentioned litigation is complete, except for the award of attorney fees and costs of defense to the State. As I previously reported the trial judge granted an overall summary judgment to the State against DeLong in this case.

I anticipated that DeLong would appeal to the Court of Appeals from that summary judgment. However, more than 30 days has now passed since the judgment was entered. There was a substantial question as to whether reserving attorney fees and costs of defense would prevent the judgment from being final under the appeals statute. I have located a case in point, Railton v. Redmar, 209 Or 80, where our Supreme Court ruled that the reserving of the question of attorney fees does not effect the finality and appealability of the judgment. Thus DeLong's rights of appeal have expired. Nothing has occurred since the Railton case to indicated that the Supreme Court would rule differently today.

8-25-78
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After thirteen years, the Astoria Bridge litigation is over. The Court has scheduled a hearing on the State's attorney fees for September 8, 1978.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

dlw

cc: James A. Redden
James W. Durham
Fred Klaboe
Walter Hart

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-14-78

FEDERAL AID PROJECT NO.: See below

STATE PROJECT NO.: See below

COUNTY NAME: Clatsop

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.:

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-14-78	-----	-----

GENERAL LOCATION:

See below

GENERAL DESCRIPTION OF WORK:

Withdraw projects

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Withdraw projects as listed below.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCFED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-30-78 I approve the withdrawal of the following listed projects:

UF-003-1(14)	Columbia River Bridge (Astoria) Piers	#6124
F-003-1(15)	Columbia River Bridge (Astoria) Riprap	#6537
F-003-1(16)	Columbia River Bridge (Astoria) Superstructure	#6268
F-003-1(18)	Desdemona Sands Viaduct	#6216
U-115(16)	Astoria Bridge Approach (R/W)	

NOTED
F. B. KLABOE
7-17

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-14-78	Geo. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: May 31, 1978

In reply refer to: HAM.1-OR

SUBJECT: Astoria Bridge Projects
F-003-1(15) — Contr. No: 6527
F-003-1(16) — " " 6268
F-003-1(18) — " " 6246
UF-003-1(14) — " " 6124 - 6467
U-115(16) — " " R/W

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation

We wish to close the subject projects and remove them from our list of completed but unpaid projects. In order to do this we must obtain from you the final vouchers or an indication of what your intentions are in regards to the subject projects.

Please furnish the final vouchers or a statement of your intentions to this office prior to June 23, 1978.

for G. L. Green

6-5-78
Refer to Skoog
by Keasey.

xc: Project Mgt.

Keasey
Packwood
Hopkins
Williams
Johnson
Glenn

RECEIVED
JUN 2 1978
CONSTRUCTION BRANCH

NOTED
E. S. HUNTER

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TRAFFIC SERVICES
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JUN 5 1978
HIGHWAY ACCOUNTING

"6268

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

May 26, 1978

RECEIVED
STATE HWY ENGR
MAY 31 '78
REFER TO
FOR
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F. B. Klaboe
Chief of Operations
Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Re: Delong Corp. (U.S. Steel) v. Oregon
Highway Comm., Case No. 64-691
(L-5562)

Dear Mr. Klaboe:

I am pleased to advise you that the trial judge has granted a Summary Judgment in the above-mentioned case. As you will recall, Delong Corporation took an assignment of U.S. Steel cause of action against the State because of delays to the superstructure contract.

Our original judgment in State v. Delong contains a declaration that, "as between the State and Delong, Delong was responsible for the delays to U.S. Steel after termination of the Delong contract." Unfortunately, there was a short period of time during which U.S. Steel suffered some delay that occurred prior to the said termination of the original Delong contract. However, other findings in the judgment, (Delong was responsible for bad concrete and scour, etc.), covered the gap in time under our theories.

The parties, the facts and their relationships and duties become very confused. The net effect of the Court's ruling is that the State under the original Delong judgment is entitled to be indemnified by Delong for any delays or damages to U.S. Steel. These indemnification rights were not affected when Delong took an assignment of U.S. Steel's interest as plaintiff in this case. Delong's rights as assignee, (wearing a U.S. Steel hard hat), did not relieve it from its obligations under our State-Delong judgment.

ROUTED
H.G. COULTER

Under the Court's order, the State is also entitled to costs including a reasonable attorney fee. The right to those costs originates from the indemnification clause of our original contract with Delong. We should be awarded $50,000 or more.

Judging by their "track record", it is almost inevitable that Delong will appeal the trial court's decision. In any event, this is the beginning of the end of the last round. If we prevail, as we should in the Court of Appeals, we will be entitled to our attorney fees for the defense of our trial court judgment.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

dga

cc: The Honorable James A. Redden
Jack L. Sollis
H.S. Coulter
E.S. Hunter
Walter Hart
Robert Ellison
Carroll Keasey

RECEIVED
DOT OPERATIONS
MAY 3 1 '78
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Act | File

ROBERT W. STRAUB
GOVERNOR

Department of General Services

SERVICES DIVISION

1257 FERRY STREET S.E., SALEM, OREGON 97310 PHONE 378-4159

April 18, 1978

Mr. John Owen
Vice-President
Marsh & McLennan
1100 Georgia Pacific Bldg.
Portland, Oregon 97204

Re: Astoria-Megler
Bridge

Dear Mr. Owen:

We wish to thank you for your letter of March 16, 1978 which gave us enough facts to act favorably on behalf of the State of Oregon.

We have received an exemption from the Public Contract Review Board under rule 30.040 which placed this item on the unanimous consent calendar.

After a meeting with Mr. R. L. Schroeder, Maintenance Engineer, and confirmed by H. S. Coulter, State Highway Engineer, please bind $15,000,000, no co-insurance, to be effective July 29, 1978. It is understood this will have the normal 5% deductible for loss by earthquake and 1% for all other perils. This will cost approximately $46,300 annually.

Sincerely,

Bruce J. Hoffmeister

Bruce J. Hoffmeister
Risk Manager

BJH:slh
cc: Dick Hacek
R. L. Schroeder
H. S. Coulter

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STATE HWY ENGR
APR 19 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Richard Hacek
Accounting Systems Manager

DATE: March 28, 1978

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Astoria Bridge Insurance

As discussed with R. L. Schroeder, Maintenance Engineer, please reduce the insurance on the Astoria Bridge to $15 million, which will adequately cover the outstanding bonds.

cc R. L. Schroeder

#6268 9-19-77 8

ROUGH DRAFT FOR GOVERNOR'S SIGNATURE

Mr. Gene Sandquist
116 West Grand
Astoria, Oregon 97103

Dear Mr. Sandquist:

Your letter requesting a United States flag and a State of Oregon flag to be installed on the Astoria Bridge has been investigated by the State Highway personnel in Astoria.

Due to the access to the top of the Astoria Bridge and the extreme weather conditions which are encountered in the Astoria area, it is not felt that the placement of the two flags on the Astoria Bridge would be prudent.

sec attached; redictated

I wish also to point out that it cost the taxpayers of Oregon in excess of $22,000 to place the flags on the Fremont Bridge. A similar installation on the Astoria Bridge would probably exceed ~~this~~ THAT cost significantly. During this period of time with funds in very short supply, this would not be a prudent way to spend our tax dollars.

I, too, take pride in the United States and the State of Oregon and feel that we have a beautiful State for which we can all be proud. I feel that the Astoria Bridge itself is a magnificient welcoming to the many ships entering the Columbia River. Thank you for your letter in regards to this matter.

RECEIVED
STATE HWY ENGR
SEP 19 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Sincerely,

9-19-77 orig. to Bowman

012278

LOCAL GOVERNMENT RELATIONS DIV

AUG 31 1977

9-14

Astoria, Oregon
27 August 1977

Honorable Governor
Bob Straub
Salem, Oregon

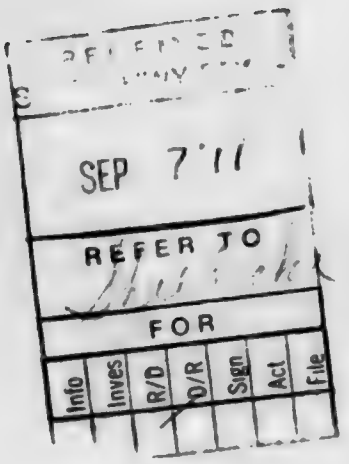
Dear Mr. Straub

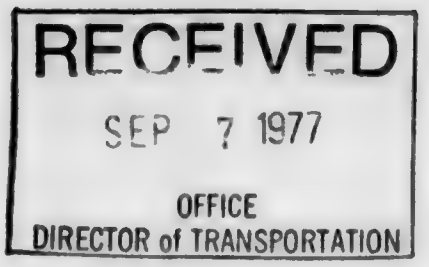
Some time when you have a bit of extra time in your busy schedule as governor, I would like for you to consider the possibility of installing a United States and a State of Oregon flags on top of the bridge at Astoria between Oregon & Washington. It is a privilege to live in the State of Oregon and also the United States. These flags would show our pride to the many ships from other countries that navigate the beautiful Columbia River each week. I, and my

wife Nina, lived in West Salem
before moving to Astoria and
know of your families pride
for this State also.

Yours truly,

Gene Sandquist
116 W. Grand
Astoria, Oregon 97103





C-69

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE-CORRESPONDENCE

FILE:

Salem, Oregon

April 15, 1977

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Memo to the File

SUBJECT:

East Fremont Interchange
Steel Superstructure Welds

NOTED
E. S. HUNTER

Mr. David S. Berger, P.E., Vice-President, Managing Director, Matsuo Bridge America Corp., called to tell me that no electro slag welds were used in the structural steel for East Fremont Interchange which was fabricated in Japan.

Dave contacted the Japanese firms directly during the past week to obtain this information.

Evidently there were no electro slag welds used in this superstructure.

RWE:dh

cc Glen L. Green, FHWA
E. S. Hunter
W. J. Hart
John Jenkins
Ed Rief
L. L. Wallace
G. J. Ballard

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APR 18 '77
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Statesman, Salem, Ore., Fri., June 25, 1976, 7A

DeLong loses again over bridge appeal

The Oregon Supreme Court held Thursday that the DeLong Corp. and its insurer, Travelers Indemnity Co., must pay the state Transportation Commission interest on a judgement in connection with the construction of the Astoria bridge over the Columbia River.

The companies must pay interest at 6 per cent a year on $355,724, or $21,343 a year from May 23, 1969, to October 1972.

The companies sued the state in the 1960s after the state had awarded bids to another company.

DeLong officials had said they could not continue to build to meet highway division specifications and stopped construction.

The highway division filed a countersuit.

In 1969, the state won a $1.7 million judgement against DeLong. In 1972, the State court of appeals affirmed the judgement and DeLong paid $4 million, which included the $1.7 million and interest to 1969.

The highway division contended interest for the 1969-72 period should be paid on the interest amound included in the 1972 final judgement.

The Supreme Court upheld the highway division.

The $25 million bridge was completed in 1966.

February 24, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM K. S. Hunter
Deputy State Highway Engineer

SUBJECT Astoria Bridge Projects
Memo of February 11, 1976
1041AD.1

In reply to your subject memo, we do not wish to close the subject projects at this time. We may want to submit final vouchers on these projects in the future based on the outcome of our current financial situation. The projects involved are:

6268	F-003-1(16)	Columbia River Bridge (Superstructure)
6246	F-003-1(18)	Desdemona Sands Viaduct
6467	UF-003-1(14)	Astoria Bridge Piers
	U-115(16)	Astoria Bridge (R/W)

CL:ljt

cc: L. W. Rulien
V. E. Skoog
D. H. Swan

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 11, 1976

In reply refer to: 1041AD.1

SUBJECT: Astoria Bridge Projects
F-003-1(15)
F-003-1(16)
F-003-1(18)
UF-003-1(14)
U-115(16)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We wish to close the subject projects and remove them from our list of completed but unpaid projects. In order to do this we must obtain from you the final vouchers or an indication of what your intentions are in regards to the subject projects.

Please furnish the final vouchers or a statement of your intentions to this office prior to March 1, 1976.

for G. L. Green

PROJECT MANAGEMENT
FEB 12 '76
REFER TO
FOR
Info | Investigate | R/C | Action | File | Letter | See me
X

RECEIVED
STATE HWY ENGR
FEB 12 '76
REFER TO
NOTED
D. E. SWAN

*6248

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 23, 1976

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STATE HWY ENGR
FEB 25 '76
REFER TO
FOR
Info | Have | R-D | D/R | Sign | Act | File

Walter J. ~~Hart~~
Bridge Engineer
329 State Highway Building
Salem, OR 97310

Re: United States Steel v. State of Oregon
Astoria Bridge - Superstructure (L 5562) *6248

State v. DeLong
Astoria Bridge - Substructure (L 4904) *6124

Dear Walt

The above-mentioned U. S. Steel case is still pending in Marion County. We should preserve all our records related to the U. S. Steel contract. If the case is litigated, it will involve a reconsideration of the DeLong contract. Therefore, we must maintain all our records in the DeLong file as well as all of our litigation records.

As I previously reported, the U. S. Steel v. DeLong case in Multnomah County was settled. DeLong paid U. S. Steel $350,000. As a part of that settlement, U. S. Steel assigned to DeLong all of their rights in our case, U. S. Steel v. State. After extensive legal maneuvering, DeLong has been allowed to substitute as the plaintiff and has been allowed to file an amended complaint. A substantial amount of legal maneuvering remains. We hope to dispose of substantially, if not all, of the case as a matter of law through a summary judgment proceeding.

As you know, State v. DeLong contained a declaration that, as between the State and DeLong, DeLong was responsible

cy Hewitt
225

for the delay to U. S. Steel after the termination of the contract. In the amended complaint, DeLong pleads that U. S. Steel's damage occurred both before and after termination of the contract. It is possible that we will be required to litigate the extent of the damages prior to termination and the liability therefor. About two years ago Bob Ellison estimated for me the portion of the damages that conceivably could have occurred prior to termination. His estimate was nominal, about $20-25 thousand.

It seems incredible that our system of justice would require relitigating any part of the DeLong "can of worms." We will do our best to avoid that possibility.

Sincerely

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

lj
cc: Honorable Lee Johnson
Mr. F. B. Klaboe
Bob Ellison

6268

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
H. S. COULTER

NOTED
LEE JOHNSON

April 30, 1975

RECEIVED
STATE HWY ENGR
MAY 1'75
REF. TO
AEG
Office of
State Highway Engineer

F. B. KLABOE
NOTED

F. B. Klaboe, Administrator
and State Highway Engineer
State Highway Building
Salem, OR 97310

Re: U.S. Steel Corp. v. State of Oregon
Case No. 64-691 (L-5562)

Dear Mr. Klaboe

In my letter of March 6, 1975 on the above case, I concluded that we could apparently close our file on the Astoria Bridge litigation. That conclusion was somewhat premature. I have now learned that the settlement of U.S. Steel vs. DeLong the similar Multnomah County case included an assignment by U.S. Steel to DeLong of all U.S. Steel's interest in the above-mentioned Marion County case against the Highway Division.

I previously advised you that the Marion County case had been dismissed for want of prosecution. Unfortunately, the Marion County Clerk mailed the notice of the pending dismissal to the old address of U.S. Steel's attorney, who moved to the Georgia-Pacific Building in 1971. Because of the clerk's error and lack of notice, Judge Jena V. Schlegel reistated this case.

It is difficult to imagine what, if any, legal theories that the DeLong attorneys will rely on for continuing this case. We will attempt to dispose of the case by motions, demur or other legal proceedings.

As you will recall, the DeLong judgment declared that as between the state and DeLong, DeLong was liable for the delays to U.S.

Steel after the termination of the contract. Hopefully, the DeLong judgment will bar a trial of this case on the merits.

We will keep you advised.

Sincerely

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

sd
cc: Hon. Lee Johnson
John Leahy
Walter Barrie
Walter Hart

#1268

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 24, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention: Mr. Herbert H. Schell

Dear Mr. Green:

Enclosed is data on scour at Pier 169 of the Astoria Bridge. As discussed earlier, this material should be forwarded to Mr. Gene Fiala for his submission to your Washington office to aid them in establishing a method for the determination of streambed scour at bridge piers.

If further assistance is required, please contact us.

Very truly yours,

Victor D. Wolfe
Location Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

Enclos.

SHM:jp
cc: E.S. Hunter
V.D. Wolfe
W.J. Hart

RECEIVED
OCT 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1973

6268

To: Mr. A. E. Johnson
Deputy State Highway Engineer
O F F I C E

SUBJECT: Report on Paint Exposure Test Fremont & W. Fremont & Astoria — #6268

Purpose of Test -

In the early part of 1971, the inorganic zinc primer for the Fremont Bridge approaches began to show premature failure. This was exhibited by rusting through much faster than anticipated for the inorganic zinc system which the State had specified. The manufacturer of the primer, Enjay, the fabricator, and applicator all indicated that for the hostile atmosphere of Portland, rapid deterioration of the inorganic zinc was to be anticipated. A survey of the literature does not substantiate this contention. After much discussion, it became evident that there was likely to be some type of court action taken, by one side or the other, to recover funds. With this possibility in mind, the Asst. Highway Engineer, A. E. Johnson asked the Materials & Research Unit to do investigation of outdoor exposure on the zinc primers used on the Fremont approaches, namely Rust Ban 191, Rust Ban 193 with 6851 post cure, and Carbozinc 11. The first two products are from Enjay Chemical, the last is from Carboline.

The method of test was as follows: Using 16" x 16" steel panels, blasted to "white" metal on both sides, the laboratory air spray Devilbiss MBC gun with the fluid tip, air cap and spring, recommended by the primer manufacturer and the primer supplied by the manufacturer, the panels were coated both sides as follows:

3 each RB191 - 2 mils
3 mils

3 each RB193 - 1 mil - no cure
1 mil - recommended cure rate
1 mil - twice recommended cure rate

3 each RB193 - 3 mil - no cure
3 mil - recommended cure rate
3 mil - twice recommended cure rate

3 each Carbozinc 11 - 2 mils
3 each Carbozinc 11 - 3 mils

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NOTED
A. E. J...

BP 52475-724

Note: The mil thickness given is not an absolute thickness, but a general reference. In some cases, thickness is twice that of the reference.

After coating the panels and letting them cure 72 hours, thickness measurements were made at 5 points on each panel with a calibrated Elcometer, single contact film inspection gage, and the readings recorded. On November 23, 1971, one set of plates was taken to each of the following sites: Astoria Maintenance Yard, South Exposure; East Fremont, on the roof of the Resident Engineer's Building, East Exposure; and West Fremont, on the roof of the Resident Engineer's Building, South Exposure.

General Discussion -

Zinc is one of the most commonly used cathodic protection materials. For large structures, anodes, many times zinc anodes, are used to protect steel which is immersed in water or imbedded in soil, e.g. gas, oil or water lines, telephone cables, etc. Zinc is used for galvanizing small structures that are in splash zones, which do not have constant wetting or that are above water or ground line, or which are too small for protection of an anode, e.g. culvert pipe, above ground piping, gutters, downspouts, etc. In the last few years, zinc as metallized zinc; zinc dust-zinc oxide, inorganic and organic zinc coatings has been used as a primer coating to protect ship decks, cargo containers, off-shore drilling rigs, bridges, etc.

Zinc protects steel by being more reactive than the base metal. For example, zinc protects steel, but would not be satisfactory for the protection of aluminum, which is more reactive than zinc. The mechanism of the protection is basically very simple as long as the zinc is in intimate contact with the steel. In the case where zinc is applied over a good clean blasted surface, and intimate contact is attained, the moisture which generally would cause the steel to rust, reacts instead with the zinc to form salts. This process continues until the ready supply of zinc is depleted. Some of the zinc salts are extremely soluble, as in the case of the chlorides, iodides, nitrates, and sulfates. However, many of the zinc salts are insoluble or nearly so, as in the case of chromate, oxide, phosphates, sulfides and sulfites. Notable among the insolubles are the phosphates, which are the reactive components in the Enjay 6851 post cure solution.

If the zinc is not in intimate contact with the steel, as in the case of poor blasting, or excess vehicle holding the zinc from the steel surface, moisture causes immediate attack on the base metal. Organic zinc primers and zinc dust-zinc oxide primers generally have approximately 90% zinc loading to insure continuity from the outer surface of the primer to the surface of the steel, which allows the zinc to protect the steel. The high loading is required due to the organic vehicle which possibly would act as an insulator. The inorganics, on the other hand, generally contain 80-85% zinc in the dried film. Less zinc is required because the vehicle dries to a conductive inorganic material, insuring good contact.

The particular zinc systems under consideration at the time of testing were Rust Ban 191, a water-borne inorganic silicate, Rust Ban 193, similar to 191, but with a surfactant which promotes better wetting characteristics, thus allowing less concern with surface profile (the 193 was post-cured with RB6851, a phosphoric acid-water material of pH less than 1.0), and Carbozinc 11, a solvent borne ethyl silicate primer.

Site Description -

The Astoria exposure is in the back of the Maintenance yard, generally facing the new Youngs' Bay Bridge. After the first 2 months, three of the plates were used as weights to hold down a plastic cover for some concrete chunks in the yard.

The East Fremont specimens have generally easterly exposure. This site has been very hostile in that lime water from the approach, rocks and anything else dropped from the approach span falls on this area.

The West Fremont exposure is generally southerly. Rocks from the West approach span were dropping at first, but in general, the exposure is no more serious than the general Portland waterside exposure.

AVERAGE COATING THICKNESS MEASUREMENTS, IN MILS, ASTORIA SITE

	Date of Reading								
System	Nov. 24, 1971	Dec. 22, 1971	March 24, 1972	April 25, 1972	May 26, 1972	June 28, 1972	Aug. 22, 1972	Jan. 24, 1973	Net Change
RB									
191-2	3.9	3.8	3.5	3.4	3.5	3.5	2.9	2.7	-1.2
-3	4.6	4.8	4.3	4.1	3.8	3.9	3.7	3.5	-1.1
RB									
193-1-0	2.0	1.8	1.8	1.8	1.7	1.9	1.9	1.8	-0.2
1-x	1.9	1.8	1.8	1.8	1.8	1.8	1.7	1.6	-0.3
1-2x	2.1	2.2	2.0	2.0	2.1	2.1	2.2	2.2	+0.1
2-0	2.8	2.3	2.8	2.7	2.7	2.6	2.6	2.5	-0.3
2-x	2.6	2.8	2.5	2.5	2.5	2.5	2.3	2.4	-0.2
2-2x	2.6	2.6	2.5	2.3	2.2	2.3	2.8	2.6	-
3-0	2.9	2.7	3.0	2.9	2.8	2.8	2.8	2.4	-0.5
3-x	3.1	2.9	2.9	3.0	3.1	3.0	2.8	2.7	-0.4
3-2x	3.2	2.8	2.8	3.3	3.2	3.2	2.5	2.5	-0.7
GZ11-2	2.6	2.4	2.4	2.4	2.4	2.5	2.4	2.3	-0.3
-3	3.5	3.5	3.5	3.5	3.6	3.5	3.6	3.4	-0.1

AVERAGE COATING THICKNESS MEASUREMENTS, IN MILS, EAST FREMONT SITE

System	Nov. 23, 1971	Dec. 22, 1971	March 27, 1972	June 28, 1972	Nov. 10, 1972	Jan. 23, 1973	Net Change
	Date of Reading						
RB							
191-2	3.2	3.2	3.3	3.1	3.0	3.0	-0.2
191-3	4.8	4.5	4.1	4.2	3.6	3.5	-1.3
RB							
193-1-0	1.8	1.8	1.8	1.7	1.6	1.6	-0.2
1-x	1.5	1.5	1.6	1.5	1.4	1.3	-0.2
1-2x	1.8	1.6	1.6	1.6	1.6	1.5	-0.3
2-0	2.1	2.0	2.1	2.1	2.0	1.7	-0.4
2-x	2.2	2.1	2.1	2.1	1.8	1.8	-0.4
2-2x	2.4	2.5	2.3	2.2	1.6	1.6	-0.8
3-0	2.9	2.8	2.7	2.5	2.3	2.2	-0.7
3-x	2.9	2.8	2.9	2.9	2.9	2.6	-0.3
3-2x	2.8	2.6	2.7	2.7	2.3	2.2	-0.6
GZ11-2	4.2	4.4	4.3	4.0	3.3	3.2	-1.0
-3	6.0	6.0	6.1	5.8	5.0	4.9	-1.1

AVERAGE COATING THICKNESS MEASUREMENTS, IN MILS, WEST FREMONT SITE

System	Nov. 23, 1971	Dec. 22, 1971	March 27, 1972	May 26, 1972	June 28, 1972	Aug. 21, 1972	Nov. 10, 1972	Jan. 23, 1973	Net Change
	Date of Reading								
RB									
191-2	3.4	3.4	3.5	3.4	3.4	3.4	3.3	3.3	-0.1
-3	3.4	3.5	3.4	3.3	3.5	3.4	3.3	3.2	-0.2
RB									
193-1-0	1.9	2.0	2.0	1.9	2.0	1.9	1.8	1.8	-0.1
1-x	1.8	1.8	1.8	1.7	1.7	1.6	1.5	1.5	-0.3
1-2x	2.0	1.9	1.9	1.6	1.6	1.6	1.5	1.5	-0.5
2-0	2.7	2.5	2.8	2.3	2.4	2.3	2.2	2.2	-0.5
2-x	2.7	2.6	2.8	2.6	2.7	2.6	2.6	2.5	-0.2
2-2x	2.3	2.5	2.4	2.3	2.2	2.1	1.9	2.0	-0.3
3-0	3.1	2.9	2.7	2.8	2.7	2.4	2.4	2.4	-0.7
3-x	3.4	3.3	3.1	2.9	2.7	2.6	2.7	2.6	-0.8
3-2x	3.8	3.7	3.7	3.1	2.5	2.9	2.9	2.2	-1.6
GZ11-2	3.9	4.0	3.7	3.5	3.4	3.4	3.3	3.2	-0.7
-3	4.5	4.4	4.3	4.3	3.9	4.1	4.2	4.1	-0.4

Discussion of Data -

The readings were all taken by the writer. The value given are all averages of 5 readings taken one at each corner and one in the center of the plate. Some variation is noted, due to the slight variation of the point of reading. The general sites were kept constant. These samples exhibit slight rust at or near the edges where handling during priming caused reduced millage.

These data indicate zinc is a sacrificial metal, slowly giving up thickness to protect the steel. This was known all along. The losses are not greater than expected, and are inconclusive, which is the best conclusion we could have in this case. Further investigation should be given to the surface contaminants that have attacked the zinc. This would require terminating exposure, returning them to the lab and performing further lab tests on the panels, which I would recommend.

In conclusion, these data do not lend credence to the assertion that rapid deterioration is inherent with this type of primer in Portland exposures.

JOHN C. JENKINS
Engineer of Materials & Research

By H. Dean Mandrell

H. DEAN MANDRELL
Materials Testing Supervisor

HDM:eb

cc: W. J. Hart

RECEIVED
JAN 19 1973
FOR FILING

Seaton

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
5 January 1973

NOTED
A. E. JOHNSON

To: Floyd T. Lacey
District Engineer
Salem

SUBJECT: Pier Sounding
Astoria Bridge

Pier # 163

When Harold Seaton and John Thornton plotted their 1972 soundings for the Astoria Bridge they failed to plot this year's sounding for lines 6, 7, and 10 before they had the copies run. Consequently, this one sheet shows no 1972 sounding.

Will you please have Thornton and Seaton plot the 1972 soundings for Pier 163 and have adequate copies run. Then please send a corrected copy to each of the following so they can attach it to the sounding report that I have sent them:

Eldon L. Everton
J. B. Boyd
A. E. Johnson

R. N. Bothman
Walter Hart

Eldon L. Everton
DISTRICT ENGINEER

ELE:jv
Enc.

Harold Seaton
Complete the required
info and return to us
Kathy

NOTED
F. T. LACEY

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

-20

-10

0

10

-20

50

100 feet

-10

10

-20

Legend

represents soundings taken

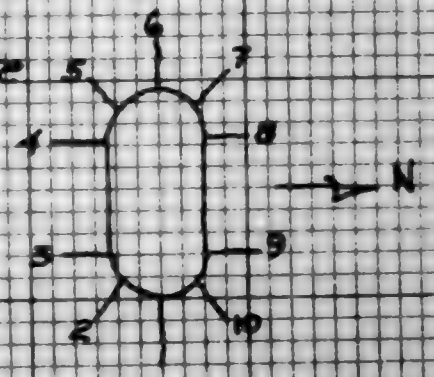
Δ Sept. 1971

O Nov. 1972

Envelope consists of the highest and lowest points from soundings taken over the period Feb 1967 thru Aug 1970

Elevations are minus M.S.L.

Date



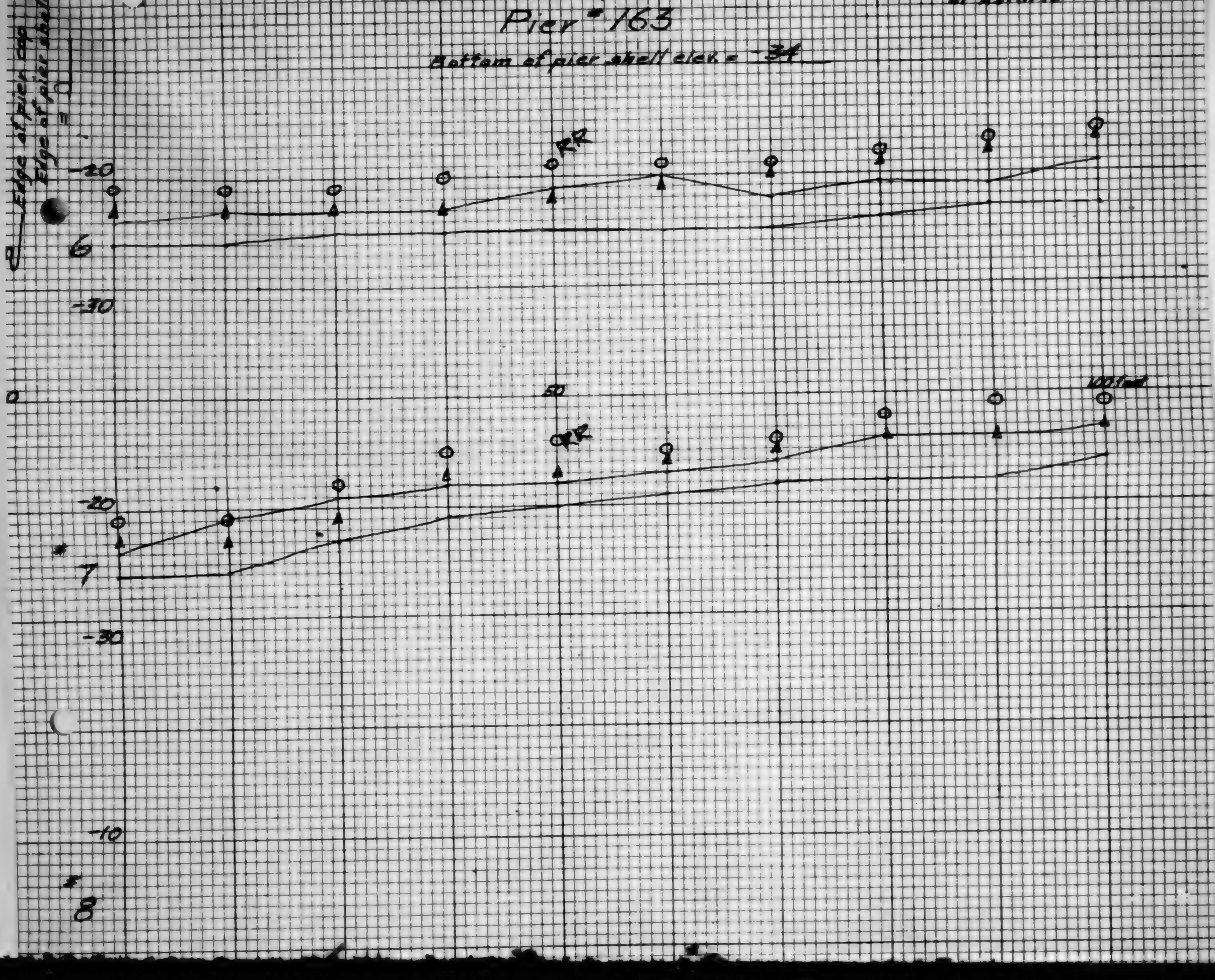
Piers 160 - 165

Bridge - 1949

Columbia River - Bridge at Astoria

Pier - 163

Bottom of pier shell elev. = -34



December 19, 1972

Major General Donald N. Anderson
The Adjutant General
Oregon National Guard
2150 Fairgrounds Road N.E.
Salem, OR 97310

Dear General Anderson:

Mr. Baldwin has asked that I reply to your letter of December 12 concerning toll free passage across the Astoria bridge by members of the 1294th Engineering Battalion, Oregon National Guard.

Our Chief Counsel, Leonard I. Lindas, has reviewed ORS 399.145, to which you refer, as well as the copy of the letter you enclosed from Gary E. Lockwood, Staff Judge Advocate, 41st Brigade, to the Oregon State Highway Division.

Mr. Lindas fully concurs with the Staff Judge Advocate that any person belonging to an organized militia is entitled to free passage over toll bridges in Oregon if he is in uniform or is driving an official military conveyence of the State or the United States, or, when in civilian attire, presents an order for duty or certificate of an order for duty. Mr. Lindas wrote the Attorney General opinion to which you referred, and as you mentioned, the law has been amended since he wrote the opinion in 1959.

The law appears to have uniform application to all toll bridges in Oregon; however, I should mention that the only toll bridge across the Columbia River which is presently under the jurisdiction of the State Highway Commission is the Astoria bridge. The other bridges, at Hood River, Biggs, The Dalles and Umatilla, are owned by others and are not under the jurisdiction of the State Highway Commission.

DEPARTMENT OF JUSTICE

Memorandum

TO: J. B. Boyd

DATE: December 15, 1972

FROM: Frank C. McKinney

SUBJECT: Toll Free Passage Astoria Bridge

In reply to your letter of November 13, 1972, I wish to advise that the statute concerning the free passage by members of an organized militia through toll gates, tunnels and over toll bridges was amended by Chapter 454, Oregon Laws 1961. A copy of this law is attached for your information.

The prior opinion, on the above subject, written by Mr. Lindas in 1959, interpreted the then statute ORS 397.300(3). That particular statute permitted free passage "only when going to or returning from any encampment" that he was required by law or ordered to attend.

I believe the present statute ORS 399.145 is perfectly clear and I therefore must concur in the opinion contained in the letter of November 6, 1972, addressed to the Oregon State Highway Division, by Gary Lockwood, Staff Judge Advocate, 41st Brigade.

FCMcK:hg
cc - George Baldwin
F. B. Klaboe
Robert Bothman
E. L. Everton

sum shall be divided and apportioned between the two parts by the Adjutant General, and the Secretary of State shall draw his warrants accordingly.
[1961 c.454 §70]

399.100 [Repealed by 1961 c.454 §213]

399.105 Militia unit facilities. Unless furnished by the United States, the state shall provide adequate armory accommodations, bases, camps, target ranges and other facilities and shall maintain such facilities for units of the Oregon National Guard allotted to the state under the laws of the United States, accepted by the Governor and organized under the authority of this chapter and ORS chapters 396 and 398.
[1961 c.454 §46]

399.110 [Repealed by 1961 c.454 §213]

399.115 Trespassers and disturbers to be placed in arrest; sales and gambling prohibited. (1) Any person who trespasses upon any armory, arsenal, camp, range, base or other facility of the organized militia or other place where any unit of the organized militia is performing military duty, including training, or who in any way or manner interrupts or molests the discharge of military duties by any member of the organized militia or of the Armed Forces of the United States or who trespasses or prevents the passage of troops of the organized militia or of the Armed Forces of the United States in the performance of their military duties may be placed in arrest by the commanding officer, or his designated representative, of the unit performing such military duty at the place where the offense is committed and may be held in arrest during the continuance of the performance of such military duty, but not to exceed 12 hours.

(2) The commanding officer or his designated representative, of any unit of the organized militia performing military duty in or at any armory, arsenal, camp, range, base or other facility of the organized militia or other place where such unit is performing military duty may prohibit persons who hawk, peddle, vend or sell goods, wares, merchandise, food products or beverages upon the streets and highways from conducting sales or auctions, and may prohibit all gambling within the limits of such armory, arsenal, camp, range, base or other facility of the organized militia or other place where such unit is performing military duty or within such limits not exceeding one mile therefrom as he may prescribe. Such commanding officer may in his discretion abate as common nuisances all such sales, actions and gambling.
[1961 c.454 §74]

399.120 [Repealed by 1961 c.454 §213]

399.125 Repossession of military property by state. (1) When the Governor orders the return to the state of any arms, equipment, military stores or other military property belonging to the state, or for which the state is responsible, such arms and military property shall be delivered immediately to the officer authorized in the order to receive it, who shall give a receipt for the property and describe its condition in the receipt. If the property mentioned in the order is not promptly delivered as directed, the officer named in the order may take immediate possession of the same in the name of the state.

(2) No person shall resist any officer in the performance of the duty required by this section.
[1961 c.454 §76]

399.130 [Repealed by 1961 c.454 §213]

399.135 Right of way on public streets and highways. The organized militia in the performance of its military duties shall have the right of way over any persons or vehicles on any public street or highway of this state, except United States mail carriers, fire apparatus and other emergency vehicles. Any person who hinders or delays, or obstructs, the organized militia in the performance of its military duties, is guilty of a misdemeanor.
[1961 c.454 §72]

399.140 [Repealed by 1961 c.454 §213]

399.145 Free passage through tollgates and tunnels and over tollbridges and ferries. Any person belonging to the organized militia shall, together with the conveyance in his charge and the property of the state or the United States in his charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty.
[1961 c.454 §73]

399.150 Oaths and affirmations. Oaths and affirmations required in any matter connected with the military service may be administered by any duly commissioned officer of the organized militia or other officer

called, such officers shall be considered in the same status as to pay and allowances as officers of the national guard.

397.270 Mileage allowance. All officers and enlisted men on courts-martial, courts of inquiry or special duty requiring absence from their stations on business by order of the commander in chief, brigade or regimental commander, or president of a military court, shall, except when accompanying troops, receive five cents per mile from their place of residence to their posts of duty and return, or the actual cost of transportation when such cost of transportation exceeds the allowance for mileage.

397.275 Officers' clothing allowance; equipment and clothing of enlisted men. (1) All officers of the national guard shall receive from the state military fund annually the sum of $100 to assist in uniforming and equipping themselves, but not until they have served as such a calendar year and have furnished satisfactory evidence to the Adjutant General that they are properly uniformed and equipped. Any officer severing his connection with the national guard for any reason, after having served one year, shall be entitled to a part of the allowance for uniform and equipment made under this section proportionate to the time served.

(2) Every noncommissioned officer and private shall be uniformed, armed and equipped by the state or the United States.

397.280 Relief of injured guardsmen and dependents of deceased guardsmen; temporary allowances. (1) If any officer or enlisted man of the national guard is wounded, injured or otherwise disabled, or is killed or dies of wounds or injuries received while doing military duty under orders of competent authority and not as the result of his own misconduct, he, his widow, children or any dependent relative, shall receive from the state such just and reasonable relief as the legislature deems proper.

(2) In all cases in which any officer or enlisted man of the national guard is wounded, injured or otherwise disabled, or is killed or dies of wounds or injuries received while doing military duty under orders of competent authority and not as the result of his own misconduct, he, his widow, children or any dependent relative, upon the investigation, determination and certification of the General Staff to the Secretary of State, shall receive such temporary compensation from the State of Oregon, out of the funds appropriated for the maintenance of the national guard, as may be determined by the General Staff, in no case to exceed the rates provided by ORS 656.202, until the next regular session of the legislature.

397.285 Failure to respond to call to active service. Every member of the enrolled militia ordered into actual service by competent authority, or who volunteers for service, who does not appear at the time and place designated by the officer authorized or directed to make the call, or who does not produce a sworn certificate evidencing disability from a physician in good standing, shall be taken as a deserter and dealt with as prescribed in the Articles of War of the United States, or the articles for the government of the United States Navy.

397.290 Members of national guard exempt from military and road tax and service on posse comitatus. National guard members are exempt from all military or road tax and service on posse comitatus while they continue to be active members. The Adjutant General shall issue them a certificate as to their exemptions under this section and subsection (7) of ORS 10.040.

397.295 Nonliability of militiamen for official acts; costs. (1) Members of the militia ordered into actual service of the state by any proper authority shall not be liable civilly or criminally for any act done by them while on duty.

(2) When a suit or proceedings is commenced in any court, by any person against any officer of the militia for any act done by such officer in his official capacity, in the discharge of any duty under this chapter or ORS chapter 396, or against any person acting under authority or order of any such officer, or by virtue of any warrant issued by him pursuant to law, the defendant may require the person prosecuting or instituting the suit or proceeding to file security for the payment of costs that may be awarded to the defendant therein. The defendant in all such cases may make a general denial and give special matter in evidence. In case the plaintiff is nonsuited or a verdict or judgment is rendered against him, the defendant shall recover treble costs.

397.300 Freedom from civil arrest; right of way in streets; free passage through tollgates. (1) No person belonging to the military forces of this state shall be arrested on

Incl 3

any civil process while going to, remaining at, or returning from any place which he may be required to attend for military duty.

(2) Any portion of the national guard or unorganized militia parading or performing any duty according to law shall have the right of way in any street or highway through which it may pass; however, the carriage of the United States mails, the legitimate functions of the police, and the progress and operation of fire engines and fire departments are not to be interfered with thereby.

(3) Any person belonging to the military forces of the State of Oregon going to, or returning from any encampment, which he may be required by law or order to attend, shall, together with his conveyance and the military property of the state, be allowed to pass free through all tollgates, and over all bridges and ferries. [Amended by 1953 c.160 §3]

397.305 Exemption of arms, etc., from seizure. The uniform, arms, equipment and horses used in the service by each officer and soldier of the national guard shall be exempt from all suits, distresses, executions or sales for debts or for the payment of taxes.

397.310 Privileged military reports and communications. The reports and communications of all officers and members of the national guard in the line of their military duty are privileged communications and shall not be competent evidence against the writer in any civil or criminal action in the courts of this state. In case any suit or action is brought against any officer or member of the national guard because of such reports or communications, the judge advocate or the Attorney General of this state, or both of them, at the direction of the Governor, shall appear in behalf of such officer or member of the national guard and defend the suit or action without cost to him.

397.315 Retired list; rights on retirement. (1) All officers and enlisted men who have served 10 years in the Oregon National Guard, upon honorable retirement from service shall be carried on a roll maintained in the office of the Adjutant General. The roll shall be designated as the Oregon National Guard retired list. They shall be entitled to wear on occasions of ceremony the uniform of the highest rank which they held.

(2) The officers so carried on such roll may be eligible for detail or appointed by the commander in chief, if such detail is without prejudice to other officers and permissible under the National Defense Act. When so detailed or appointed, they shall be considered as of the rank to which they have been detailed or appointed, which rank they shall hold during the period of such detail or appointment. In case of a second retirement from active service, if the rank held by them at the time is higher than the one held by them on their first retirement from active service, they shall be entered in such list as of the highest rank held by them. No officer whose name appears on the retired list is entitled to receive any pay or emolument whatever from the state during the time he remains on said list; and in case he is reappointed, recommissioned or detailed therefrom, he is entitled to the pay and allowance provided by law for officers of the rank to which he may be detailed or appointed.

397.320 Retirement for age or disability. Any officer or enlisted man who has reached the age of 64 years shall be placed upon the retired list by order of the commander in chief. Any commissioned officer who becomes disabled and therefore incapable of performing the duties of his office shall, upon recommendation of a medical board, be withdrawn from active service and command and placed on the retired list.

397.325 National guard association. All commissioned officers of the national guard on the active or retired list, and all honorably discharged officers of the national guard, may organize themselves into an association, the name of which shall be the National Guard Association of the State of Oregon. The association may adopt bylaws not inconsistent with the statutes of this state and alter and amend the same. They may submit to the General Staff such petitions, recommendations and resolutions as in their judgment may be of benefit to the military interest of the state.

397.330 and 397.335 [Reserved for expansion]

397.340 Authority to administer certain oaths and affirmations. Oaths or affirmations required in any matter connected with the military service may be administered by any duly commissioned officer or other officer authorized to administer oaths under the laws of the state, and no charge shall be made for the same.

MILITARY DEPARTMENT

2150 FAIRGROUNDS ROAD N.E. • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

DONALD N. ANDERSON
Major General
The Adjutant General

NOTED
F. C. McKINNEY

AG

December 12, 1972

Mr. George W. Baldwin, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear George:

For several months the 1249th Engineer Battalion, Oregon Army National Guard, has been seeking a change in Highway Division policy to allow members of the 162nd Engineer Company to cross the Astoria bridge on a toll free basis to attend training assemblies. Units at The Dalles and Hood River also have an interest in the matter. All three units have members who are residents of the State of Washington.

We have no problem regarding tolls when an individual is in uniform and operating a government vehicle. The men coming to and from drills are in civilian clothes and operating their own private vehicles in some instances. In other cases they will be in uniform but operating a private vehicle.

By reviewing the attached correspondence you will see that the 1249th was denied the privilege they sought based on an opinion of the Attorney General. That opinion was rendered in 1959 and dealt with ORS 397.300(3). Its wording is different than that contained in ORS 399.145, which was adopted in 1961 and which repealed the earlier law.

There is question in our minds as to the intent of the new wording. We would like very much to interpret it as the 1249th is doing so that our people can

attend training assemblies without paying four bridge tolls (morning and evening each day of one weekend per month). I would appreciate it if you would review the matter and advise me of your decision.

Sincerely yours,

Donald N. Anderson

DONALD N. ANDERSON
Major General
The Adjutant General

Encl.

cc: Commander, 1249th Engr Bn

RECEIVED
DEC 13 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Oregon Army National Guard

Headquarters 41st Infantry Brigade

6700 SW Oak St. - Portland, Oregon 97223

November 6, 1972

Oregon State Highway Division
Office of The District Engineer
P. O. Box 686
Astoria, Oregon

Re: ORS 399.145
Free Passage on Toll Bridges

Gentlemen:

Your letter of October 24, 1972 has been forwarded to me for reply.

We have reviewed ORS 399.145 enacted in 1961 and the Attorney General's opinion written by Mr. Leonard Lindas, 29 OP. A. G. 244 (1959). The opinion was written in 1959 and construes ORS 397.300 the earlier statute which was repealed upon enactment of 399.145. In addition that opinion deals with passage to and from encampments.

The present statue, ORS 399.145 provides:

Any person belonging to the organized militia shall, together with the conveyance in his charge and the property of the state or the United States in his charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries <u>if he is in uniform or presents an order for duty or certificate of an order for duty.</u>

It is my opinion that the language of this statute is clear, concise and lends itself only to one interpretation, i.e. that members of the National Guard who are in uniform or who have orders or certificates of orders shall have free passage on toll bridges.

We hereby request that all of the governmental bodies owning or operating toll bridges within Oregon be advised that members of the Oregon National Guard who are in uniform or who have in their possession orders or certificate of orders requiring their appearance for duty be given free passage on any such toll bridge.

Oregon Army National Guard

Headquarters 41st Infantry Brigade

6700 SW Oak St. - Portland, Oregon 97223

We anticipate that there are National Guardsmen who cross toll bridges at Astoria, Cascade Locks, Hood River, The Dalles, Biggs Junction and Umatilla. Therefore the same rules should be applied to each of these bridges.

If any further information is required please do not hesitate to contact me.

Very truly yours,

GARY E. LOCKWOOD
Staff Judge Advocate
41st. Brigade

OREGON ARMY NATIONAL GUARD
Headquarters 1249th Engineer Battalion (Combat) (Army)
2310 17th Street, NE
Salem, Oregon 97303

30 October 1972

SUBJECT: Oregon Military Code

Commander
82d Spt Center (RAO)
10800 NE 33d Drive
Portland, OR 97211

1. Reference attached correspondence with the State Highway Division.

2. Request your assistance in obtaining a current opinion of ORS 399.145 regarding free passage over tollbridges.

3. The 162d Engineer Company in Astoria now has two enlisted men living in the State of Washington and drilling in Astoria. They are required to pay $6 in toll fees per weekend drill.

4. The interpretation that an individual must be in uniform and in a government-owned vehicle appears clearly in violation of the statute.

5. This matter is adversely affecting our recruiting and retention effort in Southwest Washington.

FOR THE COMMANDER:

2 Incl:
1. Ltr, 16 Oct 72
2. Ltr, OSHD, 24 Oct 72

JAMES R. NEWTON
CPT, CE, ORARNG
Adjutant

OREGON STATE
HIGHWAY DIVISION

OFFICE OF THE DISTRICT ENGINEER
P. O. Box 686
Astoria, Oregon 97103

24 October 1972

James R. Newton, CPT, CE, ORARNG
Command Administrative Asst.
1249th Engineer Battalion (Combat) (Army)
2310 17th Street NE
Salem, Oregon 97303

Dear Captain Newton:

Since receiving your letter of 16 October 1972 in regards to free passage on the Astoria Bridge, by members of the National Guard who reside in Washington, I have been in contact with the Regional Office in Salem for their opinion.

As I explained to you on the phone, there have been previous requests on this same matter and a decision has been made that free passage would be granted to US military personnel if the person is in uniform and in a government owned vehicle. If only in uniform and not in a government owned vehicle then they must pay the toll. This decision is still in effect and what we will now and what we will continue to operate under.

As I discussed with you, there has been much study and this decision was not made on the spur of the moment. It has gone as far as to where an opinion was written by Leonard Lindus for Robert Y. Thornton who was the Attorney General for the State of Oregon and it was on this opinion that the present policy that we operate under was based.

I hope that this fully answers any question which you might have.

Very truly yours,

Eldon L. Everton
DISTRICT ENGINEER

ELE:jv

OREGON ARMY NATIONAL GUARD
Headquarters 1249th Engineer Battalion (Combat) (Army)
2310 17th Street, NE
Salem, Oregon 97303

16 October 1972

Mr. Eldon Everton
Oregon State Highway Division
PO Box 686
Astoria, Oregon 97103

Dear Mr. Everton:

During a visit to the 162d Engineer Company, Oregon Army National Guard, located in Astoria, it was brought to my attention that members of the National Guard who reside in the State of Washington are being required to pay the $1.50 toll for crossing the Astoria-Megler Bridge when going to and from Guard drills.

Guidance to members of the Guard in this matter is contained in the Oregon Military Code which was passed by the Fifty-first session of the Oregon Legislature in the spring of 1961 and became law on 9 August 1961. The Oregon Military Code consists of Chapters 396, 398 and 399 of the Oregon Revised Statutes (ORS).

ORS 399.145 pertaining to free passage through tollgates and tunnels and over tollbridges and ferries states "Any person belonging to the organized militia shall, together with the conveyance in his charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty".

Please advise me of your implementing requirements so I may pass the information on to the Commander and members of the Astoria National Guard unit.

Sincerely yours,

JAMES R. NEWTON
CPT, CE, ORARNG
Command Administrative Asst

Incl 1

K FILE

Incl 1

ASTORIA BRIDGE FIGURES

Toll Vehicles Only

Opening Date
July 29, 1966

Yearly ADT:
1967-1149
1968-1154
1969-1211
1970-1316
1971-1413

Year	Month	Total	Accumulative	ADT
1966	July	10,677	10,677	3,559
	Aug.	82,879	93,556	2,674
	Sept.	50,242	143,798	1,675
	Oct.	27,938	171,736	901
	Nov.	20,290	192,026	676
	Dec.	17,896	209,922	577
1967	Jan.	16,832	226,754	543
	Feb.	18,825	245,579	672
	Mar.	23,882	269,461	770
	Apr.	24,748	294,209	825
	May	31,121	325,330	1,004
	June	41,586	366,916	1,386
	July	65,778	432,694	2,122
	Aug.	85,646	518,340	2,763
	Sept.	50,871	569,211	1,696
	Oct.	22,977	592,188	741
	Nov.	19,771	611,959	659
	Dec.	17,179	629,138	554
1968	Jan.	16,509	645,647	533
	Feb.	18,687	664,334	644
	Mar.	24,854	689,188	802
	Apr.	26,254	715,442	875
	May	32,028	749,470	1,033
	June	45,114	792,584	1,503
	July	68,782	861,366	2,219
	Aug.	82,145	943,511	2,650
	Sept.	46,724	990,235	1,557
	Oct.	24,590	1,014,825	793
	Nov.	19,816	1,034,641	661
	Dec.	16,857	1,051,498	544
1969	Jan.	12,064	1,063,562	389
	Feb.	16,906	1,080,468	604
	Mar.	27,552	1,108,020	889
	Apr.	27,929	1,135,949	931
	May	39,148	1,175,097	1,263
	June	48,036	1,223,133	1,601
	July	66,600	1,289,733	2,148
	Aug.	87,783	1,377,516	2,832
	Sept.	46,757	1,424,273	1,559
	Oct.	26,525	1,450,798	856
	Nov.	22,676	1,473,474	756
	Dec.	20,008	1,493,482	645
1970	Jan.	18,507	1,511,989	597
	Feb.	21,259	1,533,248	759
	Mar.	28,733	1,561,981	927
	Apr.	27,478	1,589,459	916
	May	39,660	1,629,119	1,279
	June	51,133	1,680,252	1,704
	July	71,506	1,751,758	2,307
	Aug.	93,360	1,845,118	3,012
	Sept.	56,107	1,901,225	1,870
	Oct.	29,275	1,930,500	944
	Nov.	22,537	1,953,037	751
	Dec.	20,627	1,973,664	665
1971	Jan.	18,042	1,991,706	582
	Feb.	23,693	2,015,399	846
	Mar.	27,449	2,042,848	885
	Apr.	33,434	2,076,282	1,114
	May	41,860	2,118,142	1,350
	June	50,090	2,168,232	1,670
	July	78,760	2,246,992	2,541
	Aug.	100,857	2,347,849	3,253
	Sept.	60,603	2,408,452	2,020
	Oct.	33,603	2,442,055	1,084
	Nov.	24,358	2,466,413	812
	Dec.	22,925	2,489,338	740
1972	Jan.	20,602	2,509,940	665
	Feb.	23,437	2,533,377	808
	Mar.	32,910	2,566,287	1,062
	Apr.	35,039	2,601,326	1,168
	May	44,790	2,646,116	1,445
	June	51,561	2,697,677	1,719
	July	81,032	2,778,709	2,614
	Aug.			
	Sept.			
	Oct.			
	Nov.			
	Dec.			
1973	Jan.			
	Feb.			
	Mar.			
	Apr.			
	May			
	June			
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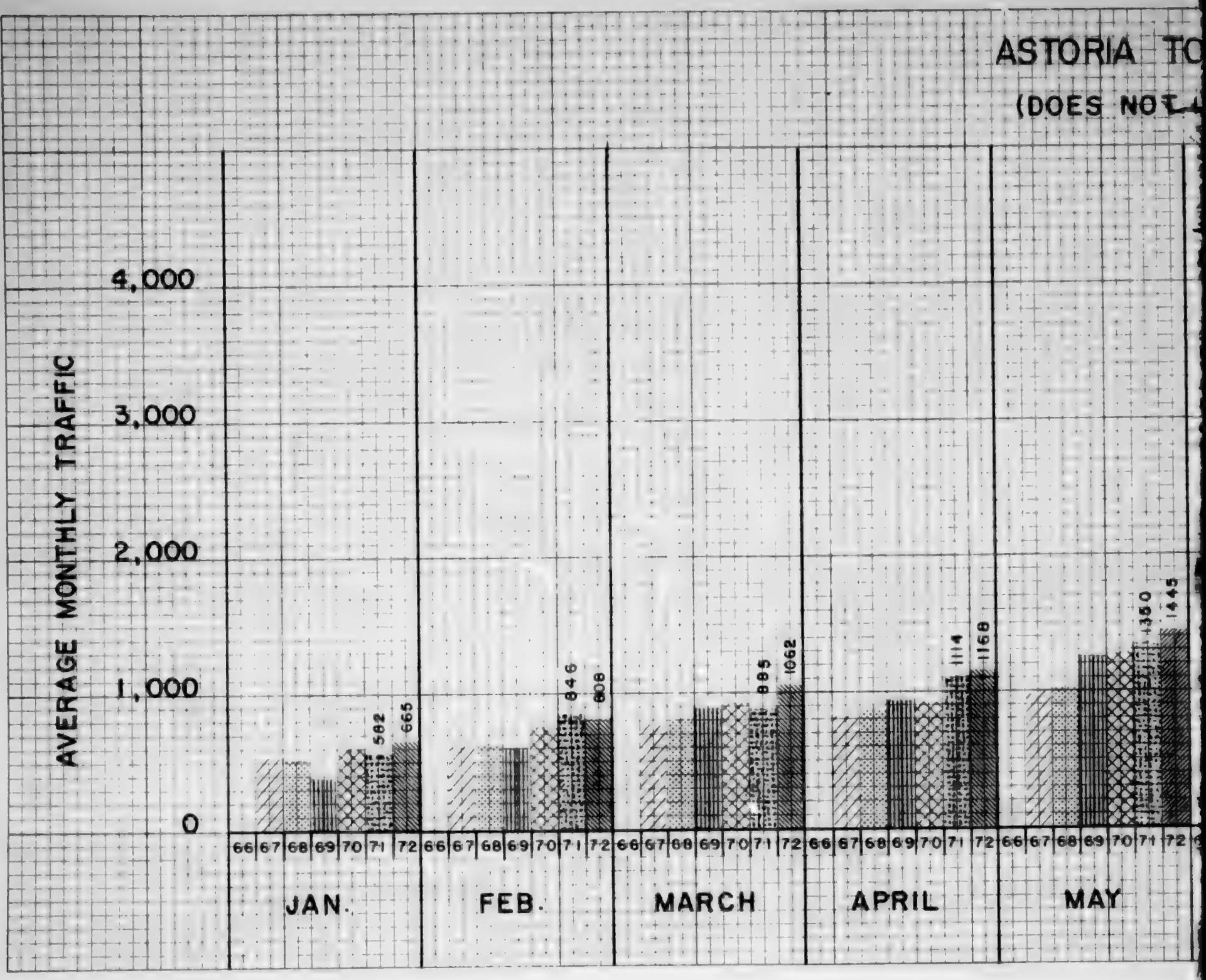
	Aug.			
	Sept.			
	Oct.			
	Nov.			
	Dec.			

NOTED
E. S. HUNTER

ASTORIA TO

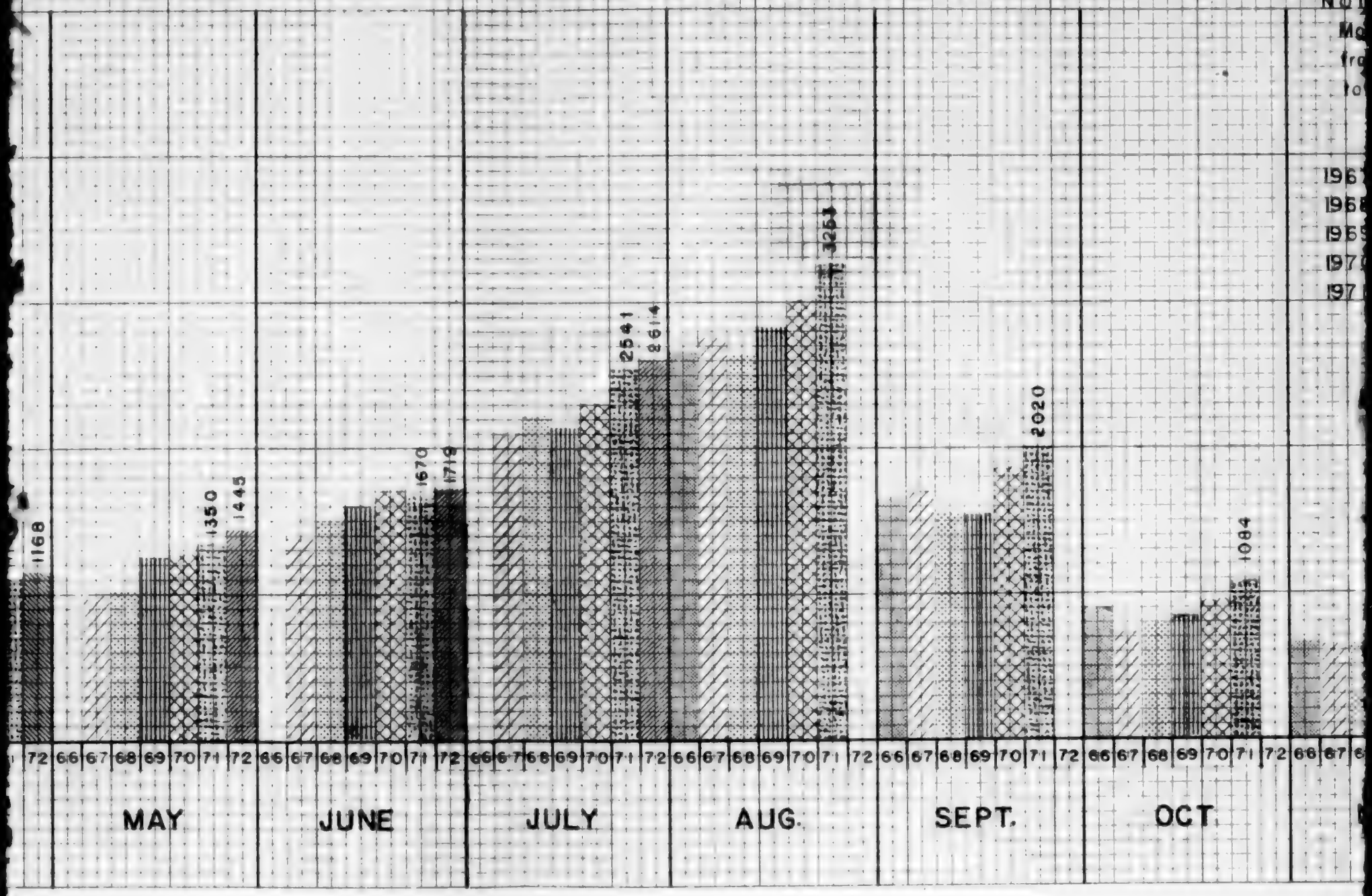
(DOES NOT



CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
PAPER CO NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 20 X 30 DIVISIONS

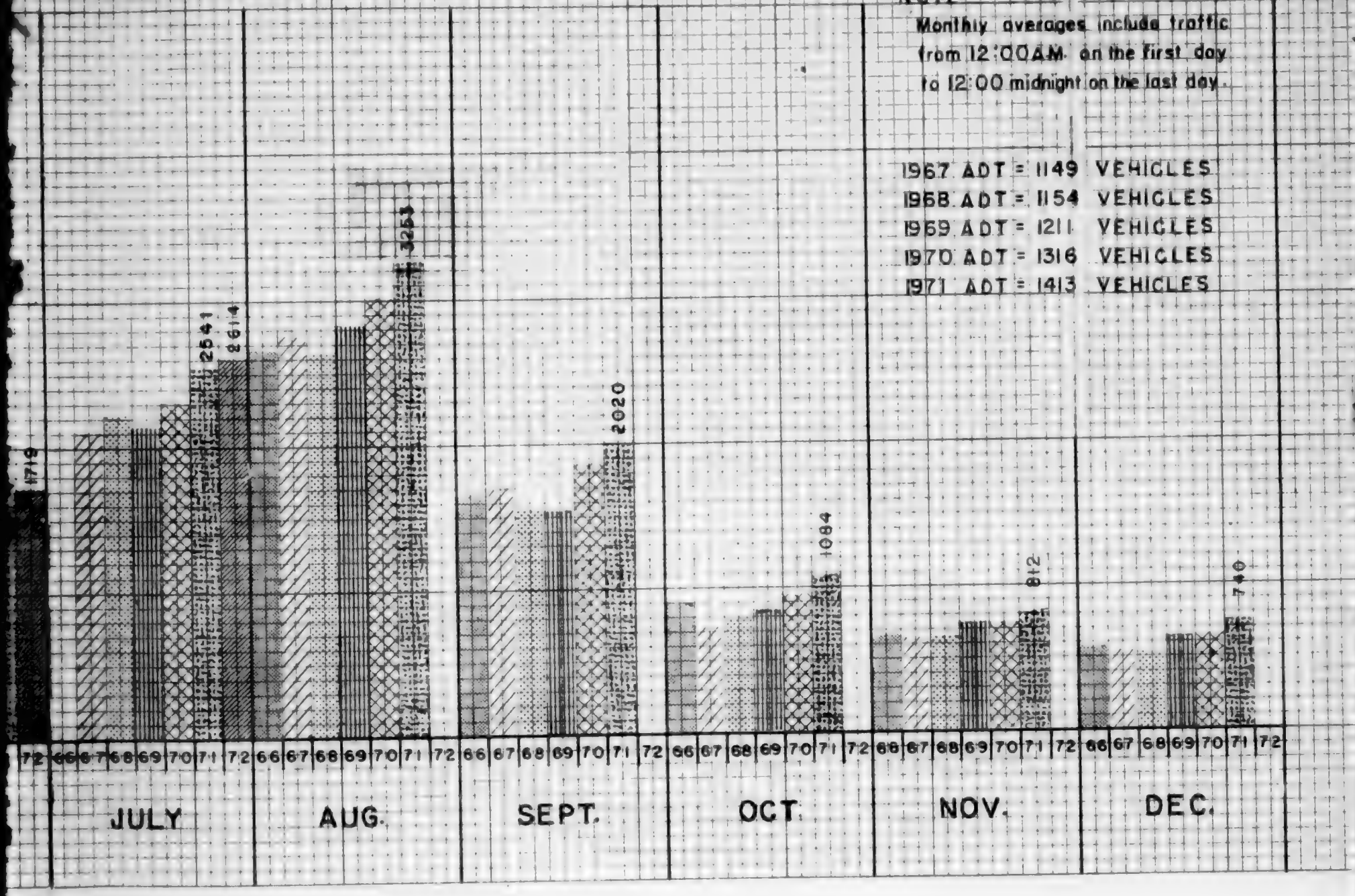
ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)



GE TRAFFIC COUNTS

ON-REVENUE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES
1968 ADT = 1154 VEHICLES
1969 ADT = 1211 VEHICLES
1970 ADT = 1316 VEHICLES
1971 ADT = 1413 VEHICLES

CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINT PAPER CO

4264

May 3, 1972

Mr. Robert D. Germann
Manager, Marine Department
Marsh & McLennan, Inc.
1100 Georgia-Pacific Building
Portland, OR 97204

Dear Mr. Germann:

Relative to your April 27 letter, we have, through use of the Oregon State Highway Division price index, determined a replacement value for the portion of the Astoria-Megler bridge covered by the current insurance policy.

The original cost of construction was $22,896,000. The Oregon State Highway Division price index for structures for 1966 was 91.7 and for 1971 the index had increased to 129.4. Prorated to June 1972, the index would be 136.9; thus, the increases from 1966 to June of 1972 would be 49 percent. This, applied to the original construction cost, gives a replacement cost of $34,115,000. The present replacement value of the portion of the bridge involved is $27,292,000.

I trust this is the information you require in order to obtain the best renewal for this structure.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Attachments
cc A. E. Johnson
F. B. Klaboe
V. E. Skoog
W. J. Hart
Floyd Query
RWE:ag ms

ASTORIA BRIDGE
Bridge No. 7949

Bridge Opened to Traffic 7/29/66

Contract No.			Construction Cost	Use
6124 Piers	4-1803 (DeLong)	11/5/72 - 4/13/64		
	RWE Estimate of work	completed	$ 4,724,406.56	---
		Liquidated Damages	- 330,000	
		Engineering		$ 725,000
	RWE projected total cost had DeLong completed		$ 7,614,422.99	$ 7,614,423
6467 Piers	4-1806 (Raymond)	7/30/64 - 12/5/65		
	Final Estimate		$ 5,339,929.32	---
		Liquidated Damages	- 32,000	
6268 Super-structure	4-1805 (U.S. SteelCorp)	12/16/63 - 11/9/66		
	Final Estimate		$10,203,343.11	$10,203,343
		Engineering		$ 258,681
6246 Viaduct	4-1804 (P-G)	8/2/63 - 9/15/65		
	Final Estimate		$ 3,885,838.43	$ 3,885,838
		Liquidated Damages	- 10,000	
		Engineering		208,992
6499 Oregon Approach	4-1099(Pacific Conc.)	11/10/64 - 5/27/66		
	Final Estimate		$ 1,212,493.89	
6527 Riprap	4-1807(Umpqua R. Navigation Co.)	1/18/65 - 2/27/67		
	Final Estimate		$ 906,587.25	
				$22,896,277

Oregon State Highway Division Price Index
1966 - 91.7
Ave. 1971 - 129.4
Projected to June 1972 - 136.9
Difference = 136.9 - 91.7 = 45.2 = 49%

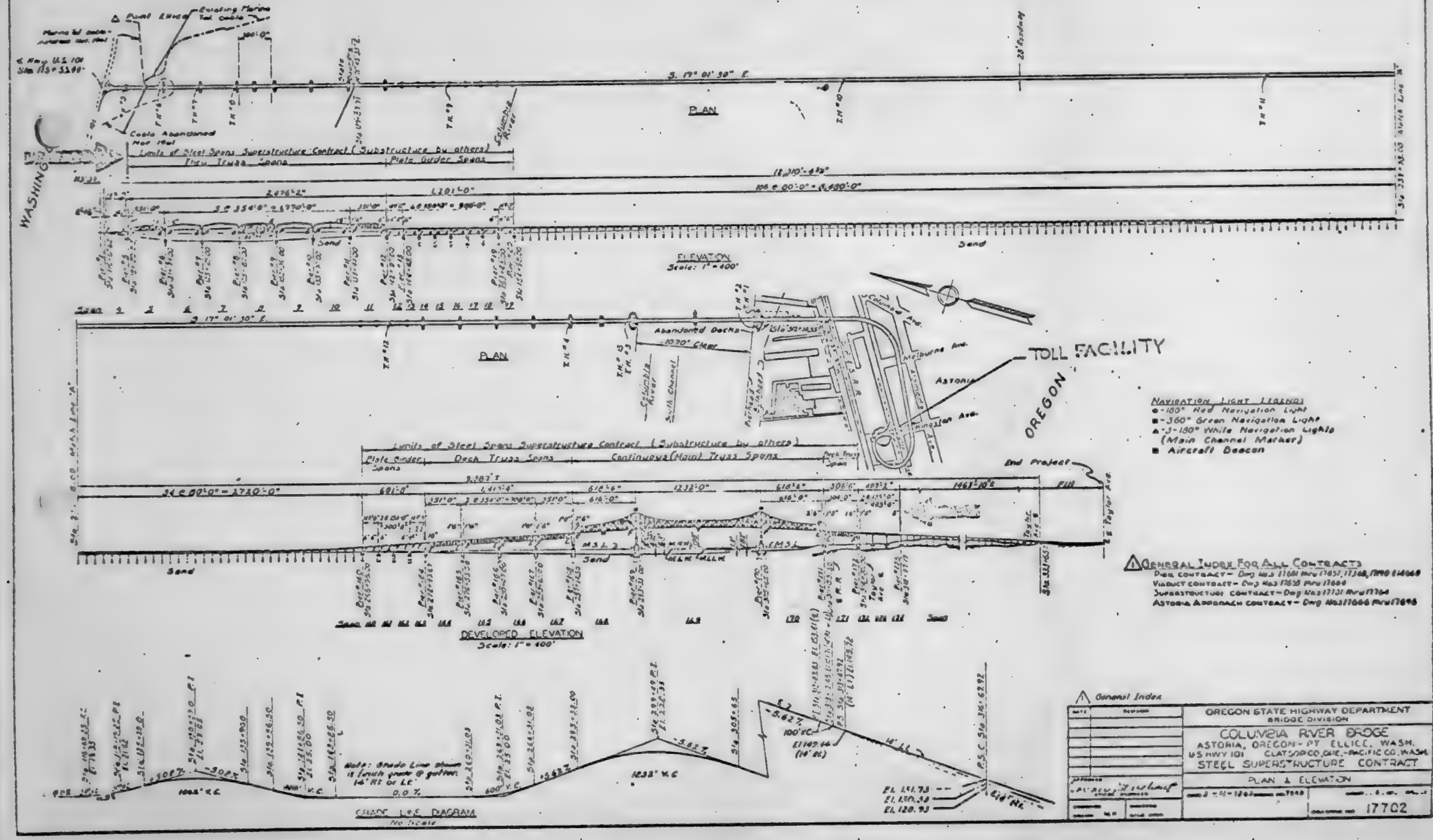
22,896,277 x .49 = $11,219,176

$34,115,453

80% Replacement Value = $27,292,362

LIMITS OF INSURED STRUCTURE

FROM STA 118+21 INCL PIER #5
TO STA 318+97.7 INCL PIER #175
PLUS TOLL COLLECTION FACILITY AT STA 338+50



CABLE ADDRESS: MARMAC

ESTABLISHED 1871

AREA CODE (503) 224-3000

MARSH & McLENNAN, INC.
OF OREGON
INSURANCE
1100 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204

April 27, 1972

State of Oregon
State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Re: ASTORIA-MEGLER BRIDGE
July 29, 1972 expiration

Dear Mr. Edwards:

This is to confirm our phone discussion of April 26, 1972.

The present 80% Replacement Value of the Bridge is $19,597,612.

In order to secure the best renewal rate for the State of Oregon we need to contact Insurance Companies well in advance of the expiration. I am tentatively planning to be in San Francisco next week to begin negotiations for the renewal, and as I mentioned, we need confirmation of the renewal value in our discussions with underwriters.

For a ballpark indication we trended the value in this office using Marshall Stevens and arrived at a trend factor of 1.199 or a revised replacement cost of $29,369,722.

Thanks very much for your assistance.

Very truly yours,

Robert D. Germann
Manager - Marine Department

RECEIVED
APR 28 1972
BRIDGE DIVISION

RDG/gb

Walt Hart
RDG suggested
new value
agreed
Monday 5/1/72

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Astoria Bridge information

Attachment

1. Resume of Traffic, Revenues & operating Expenses 1966-1970

2. Copy of 3 agreements — between Ore. & Wash.

3, Highway invoice to Washington typical billing for Jan. 1971 involves maintenance & Contract painting.

4. Highway invoice for operations to Washington for period 7-1-69 to 6-30-70

5. Daily Toll Sales Report 2-4-71 Typical

6. Deck Seal letter dated Oct 16, 1969

7. Proposed budget 1971-1973

To Tom Edwards

State v De Long

Filed: Summer of 1965
Trial: Mar. 18, 1968 thru Sept 18, 1968
Opinion of Court Jan. 1969
Date of Judgment May 1969
Amount of Judgment $2,923,815.28
Breakdown of Judg:

	$1,719,864.19	Main recovery - Cost to finish bridg. Int. runs on this amount from various dates
$	952,000.00	Liquidated Damages Int. runs on this amount from date of judgment.
$	250,000.00	Atty Fees Allowed Against Surety -
$	1,951.09	Costs

State's Answering & Cross Appeal briefs due: March 2, 1971 - May need adt. 15 days

Reply & Answering briefs of Defendants due: Expect extensions may be requested
Beliere will be filed during June, 1971 -

State will have 30 days to reply to answer to Cross Appeal briefs if necessary.

Expect Court of Appeals will hear arguments in Sept. 1971

TABLE 1-A

PROJECTED TRAFFIC REVENUES, AND DEBT SERVICE REQUIREMEN
ASTORIA TOLL BRIDGE 1966-1992
Based on Toll Schedule with Commutation Fares

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments	
rior to pening	--	--	$ --	$ --	$ --	$ 24,000,000	$ 2,908,900	$ 800,000	$
1966 2/	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	--	
1967	1149	419,400	677,000	68,000	609,000	23,200,000	721,800	800,000	
1968	1154	421,200	683,600	49,700	633,900	22,400,000	689,800	800,000	
1969	1211	442,000	705,800	178,700	527,100	21,600,000	657,800	800,000	
1970	1316	480,300	772,700	72,800	699,900	20,800,000	617,800	800,000	
1971	1369	499,700	799,500	70,000	729,500	20,000,000	593,800	800,000	
1972	1424	519,800	831,700	195,900	635,800	19,200,000	564,800	800,000	
1973	1481	540,600	865,000	74,000	791,000	18,400,000	540,300	800,000	
1974	1540	562,100	899,400	78,000	821,400	17,600,000	517,600	800,000	
1975	1602	584,700	930,700	208,200	722,500	16,800,000	495,000	800,000	
1976	1666	608,100	973,000	86,000	887,000	16,000,000	472,200	800,000	
1977	1733	632,500	1,012,000	90,000	922,000	15,200,000	448,800	800,000	
1978	1802	657,700	1,052,300	221,500	830,800	14,400,000	424,800	800,000	
1979	1874	684,000	1,094,400	98,000	996,400	13,600,000	400,700	800,000	
1980	1949	711,400	1,138,200	103,000	1,035,200	12,800,000	376,300	800,000	
1981	2027	739,900	1,183,800	236,800	947,000	12,000,000	351,600	800,000	
1982	2108	769,400	1,231,000	113,000	1,118,000	11,200,000	326,800	800,000	
1983	2192	800,100	1,280,200	118,000	1,162,200	10,400,000	301,800	800,000	
1984	2280	832,200	1,331,500	253,000	1,078,500	9,600,000	276,600	800,000	
1985	2371	865,400	1,384,600	129,000	1,255,600	8,800,000	251,200	1,004,000	
1986	2466	900,100	1,440,200	135,000	1,305,200	7,796,000	225,500	1,080,000	
1987	2565	936,200	1,497,900	272,300	1,225,600	6,716,000	190,144	1,035,000	
1988	2668	973,800	1,558,100	147,000	1,411,100	5,681,000	155,835	1,255,000	
1989	2775	1,012,900	1,620,600	154,000	1,466,600	4,426,000	120,675	1,346,000	
1990	2886	1,053,400	1,685,400	293,600	1,391,800	3,080,000	67,965	1,324,000	

TABLE 1-A
REVENUES, AND DEBT SERVICE REQUIREMENTS
ORIA TOLL BRIDGE 1966-1992
Toll Schedule with Commutation Fares

2/23/71

Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
$ 24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 1/	$ 2,039,500	$ --
23,200,000	174,400	--	174,400	(4,100)	(4,100)	--
23,200,000	721,800	800,000	1,521,800	912,800	712,800	200,000
22,400,000	689,800	800,000	1,489,800	855,900	655,900	200,000
21,600,000	657,800	800,000	1,457,800	930,700	730,700	200,000
20,800,000	617,800	800,000	1,417,800	717,900	517,900	200,000
20,000,000	593,800	800,000	1,393,800	664,300	464,300	200,000
19,200,000	564,800	800,000	1,364,800	729,000	529,000	200,000
18,400,000	540,300	800,000	1,340,300	549,300	369,600	179,700
17,600,000	517,600	800,000	1,317,600	496,200	337,700	158,500
16,800,000	495,000	800,000	1,295,000	572,500	383,509	189,000
16,000,000	472,200	800,000	1,272,200	385,200	271,100	114,100
15,200,000	448,800	800,000	1,248,800	326,800	236,100	90,700
14,400,000	424,800	800,000	1,224,800	394,000	276,400	117,600
13,600,000	400,700	800,000	1,200,700	204,300	162,600	41,700
12,800,000	376,300	800,000	1,176,300	141,100	124,700	16,400
12,000,000	351,600	800,000	1,151,600	204,600	162,800	41,800
11,200,000	326,800	800,000	1,126,800	8,800	8,800	--
10,400,000	301,800	800,000	1,101,800	(60,400)	(60,400)	--
9,600,000	276,600	800,000	1,076,600	(1,900)	(1,900)	--
8,800,000	251,200	1,004,000	1,255,200	(400)	(400)	--
7,796,000	225,500	1,080,000	1,305,500	300	300	--
6,716,000	190,144	1,035,000	1,225,144	(456)	(456)	--
5,681,000	155,835	1,255,000	1,410,835	(265)	(265)	--
4,426,000	120,675	1,346,000	1,466,675	75	75	--
3,080,000	67,965	1,324,000	1,391,965	165	165	--

2/23/71

TABLE 1-A (Con't.)

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy -
1991	3001	1,095,400	1,752,600	168,000	1,584,600	1,756,000	43,792	1,541,000	1,584,792	192
1992 3/	3121	149,000	238,505	22,890	215,615	215,000	615	215,000	215,615	--
TOTAL			$28,971,205	$3,789,390	$25,181,815		$12,917,326	$24,000,000	$ 36,917,326	$10,066,111

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the bridge were offset by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by Oregon.

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in February, 1992.

4/2/62

Attachment #2

GC 103.6

MISC. CONTRACTS and AGREEMENTS No. 213

HWY

Control Section

AGREEMENT

THIS AGREEMENT, made and entered into this 9th day of March, 1962, by and between the UNITED STATES OF AMERICA, by and through its Bureau of Public Roads, Department of Commerce, hereinafter called "United States"; the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "Oregon"; and the STATE OF WASHINGTON, by and through its State Highway Commission, hereinafter called "Washington";

W I T N E S S E T H:

RECITALS:

1. Pursuant to Chapter 209, Washington Laws of 1961, and Chapter 345, Oregon Laws of 1961, Washington and Oregon are undertaking the construction of a new interstate toll bridge, including the approaches thereto, in both states across the Columbia River on the route of U. S. Highway 101 from the north bank of the Columbia River near Point Ellice and Megler, Washington, to Astoria, Oregon, as shown on the map attached hereto marked "Exhibit A" and by this reference made a part hereof.

2. The proposed new bridge is to be financed as a bond project and operated as a toll bridge through joint and cooperative efforts of Washington and Oregon in financing, constructing, maintaining and operating the bridge, pursuant to an existing agreement between Washington and Oregon, a copy of which is attached hereto, marked "Exhibit B" and by this reference made a part hereof.

3. It is necessary that Oregon, which has the obligation to construct the Oregon approaches to the bridge, receive federal aid in the construction of said approaches. Both Washington and Oregon desire that the whole of the project be constructed pursuant to Title 23, U. S. Code, and the applicable rules and regulations of the Bureau of Public Roads relating thereto, in order that the project may be eligible for federal aid and that the bonds issued and to be issued in the financing of said project may be retired in the future with federal aid at such time as Washington and Oregon shall choose to do so.

4. Washington and Oregon have agreed to be bound by and to comply with the provisions of Section 129, Title 23, U.S.C., as expressly set forth in the resolutions of the highway commissions of Washington and Oregon, copies of which are attached hereto, marked "Exhibit C" and by this reference made a part hereof.

5. United States, pursuant to Title 23, U.S.C., and its applicable rules and regulations, is willing to participate financially with Washington and Oregon in the construction of the bridge, and agrees that the bridge shall be a federal aid project on condition that it be made toll free within a reasonable time, as hereinafter provided.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is hereby mutually agreed by and between the parties hereto as follows:

TABLE 1-A (Con't.)

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments	
1991	3001	1,095,400	1,752,600	168,000	1,584,600	1,756,000	43,792	1,541,000	
1992 3/	3121	149,000	238,505	22,890	215,615	215,000	615	215,000	
TOTAL			$28,971,205	$3,789,390	$25,181,815		$12,917,326	$24,000,000	$

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the bridge we by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by Oreg

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in February, 1992.

2/23/71

TABLE 1-A (Con't.)

ues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy -	Subsidy by Oregon	Subsidy by Washington
,600	1,756,000	43,792	1,541,000	1,584,792	192	192	--
,615	215,000	615	215,000	215,615	--	--	--
815		$12,917,326	$24,000,000	$ 36,917,326	$10,066,111	$7,916,611	$2,149,500

e bridge bonds prior to the opening of the bridge were offset
a net subsidy of $2,039,500 were required by Oregon.

e bonds will be accomplished in February, 1992.

4/2/62

Astoria Bridge
Attachment #2. V

GC 1.3.3

MISC. CONTRACTS and AGREEMENTS No. 113

HWY

Control Section

AGREEMENT

THIS AGREEMENT, made and entered into this 9th day of May, 1962, by and between the UNITED STATES OF AMERICA, by and through its Bureau of Public Roads, Department of Commerce, hereinafter called "United States"; the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "Oregon"; and the STATE OF WASHINGTON, by and through its State Highway Commission, hereinafter called "Washington";

W I T N E S S E T H:

RECITALS:

1. Pursuant to Chapter 209, Washington Laws of 1961, and Chapter 345, Oregon Laws of 1961, Washington and Oregon are undertaking the construction of a new interstate toll bridge, including the approaches thereto, in both states across the Columbia River on the route of U. S. Highway 101 from the north bank of the Columbia River near Point Ellice and Megler, Washington, to Astoria, Oregon, as shown on the map attached hereto marked "Exhibit A" and by this reference made a part hereof.

2. The proposed new bridge is to be financed as a bond project and operated as a toll bridge through joint and cooperative efforts of Washington and Oregon in financing, constructing, maintaining and operating the bridge, pursuant to an existing agreement between Washington and Oregon, a copy of which is attached hereto, marked "Exhibit B" and by this reference made a part hereof.

3. It is necessary that Oregon, which has the obligation to construct the Oregon approaches to the bridge, receive federal aid in the construction of said approaches. Both Washington and Oregon desire that the whole of the project be constructed pursuant to Title 23, U. S. Code, and the applicable rules and regulations of the Bureau of Public Roads relating thereto, in order that the project may be eligible for federal aid and that the bonds issued and to be issued in the financing of said project may be retired in the future with federal aid at such time as Washington and Oregon shall choose to do so.

4. Washington and Oregon have agreed to be bound by and to comply with the provisions of Section 129, Title 23, U.S.C., as expressly set forth in the resolutions of the highway commissions of Washington and Oregon, copies of which are attached hereto, marked "Exhibit C" and by this reference made a part hereof.

5. United States, pursuant to Title 23, U.S.C., and its applicable rules and regulations, is willing to participate financially with Washington and Oregon in the construction of the bridge, and agrees that the bridge shall be a federal aid project on condition that it be made toll free within a reasonable time, as hereinafter provided.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is hereby mutually agreed by and between the parties hereto as follows:

1. United States will consent to the programming of the Astoria-Megler Interstate Bridge and approaches thereto as a federal aid project and will participate in the costs of construction of the bridge and approaches as an interstate toll facility pursuant to the provisions of Title 23, U.S.C.

2. Washington and Oregon agree with United States, and with each other, to be bound by the provisions of Section 129, Title 23, U.S.C., as follows:

a. All tolls received from the operation of the bridge, less the actual cost of the operation and maintenance thereof, if Washington and Oregon agree to deduct the costs of operation and maintenance, shall be applied to repayment to Washington and Oregon, and other proper public authorities, of all the costs of construction of the bridge and approaches except that part of the costs contributed by the United States.

b. No tolls shall be charged for the use of the bridge after Washington and Oregon, and other proper public authorities, have been repaid.

c. After the date of final repayment, the bridge will be maintained and operated as a free bridge.

3. In order to assure United States that the bridge shall ultimately become toll free and be operated as a free bridge within a reasonable time, Washington and Oregon further agree with United States, and with each other, that all of the provisions of the permit, a copy of which is attached hereto, marked "Exhibit D" and by this reference made a part hereof, issued by the Corps of Engineers, Department of the Army of United States, to the State of Oregon, pursuant to Sections 525-534, Title 33, U.S.C., permitting construction of the bridge across the navigable waters of the Columbia River, and the provisions of all applicable federal law, will be observed and performed by Washington and Oregon.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____

WASHINGTON STATE HIGHWAY COMMISSION

By _____

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

APPROVED:

_____
Assistant Attorney General
Washington State

APPROVED:

_____
Chief Counsel
Oregon State Highway Commission

JSI:ckr
4/2/62

GC 1039-B

Control Section
MISC. CONTRACTS and AGREEMENTS No.

SUPPLEMENTAL AGREEMENT

THIS AGREEMENT is made and entered into this 25th day of May, 1962, by and between the State of Oregon, by and through its State Highway Commission, hereinafter referred to as "Oregon" and the State of Washington, by and through its State Highway Commission, hereinafter referred to as "Washington":

WITNESSETH:

RECITALS:

1. Washington and Oregon have heretofore, on the 15th day of September, 1961, entered into an agreement providing for the financing, construction and operation of an interstate toll bridge across the Columbia River in the vicinity of Megler, Washington, and Astoria, Oregon.

2. Since entering said agreement Washington and Oregon have concluded that it would be advisable to establish the eligibility of said highway bridge project for federal aid and have approved and tendered to the Bureau of Public Roads for execution an agreement for accomplishment of that purpose, pursuant to the Federal Aid Highway Act.

3. Pursuant to the agreement with the Bureau of Public Roads, Oregon and Washington are obligated to presently program 1% of the estimated cost of the proposed bridge project as a condition of eligibility for federal aid. For the purpose of qualifying for federal aid, Oregon and Washington must agree upon a division of the necessary 1% of estimated costs between the two states.

NOW, THEREFORE, in consideration of the agreement of the parties and the mutual benefits to be derived therefrom,

IT IS AGREED that Oregon shall, from its own federal aid allocation, program 70% of the 1% of federal aid funds required for eligibility under the said agreement with the Bureau of Public Roads

and Washington shall, from its federal aid allocation, program 30% of the 1% of said funds.

IT IS FURTHER AGREED that in making such a division for the purpose of qualifying for federal aid, the states do not agree, or imply that their respective responsibility, financial or otherwise in said bridge, in any other respect, shall be affected by this agreement, nor shall their actions in this respect be construed as an equitable apportionment of the responsibility of each state in the event that at some future date additional federal aid or state monies are programed or used in the financing, construction or maintenance of the said bridge, or in retirement or refunding of any bonds issued in connection therewith.

IN WITNESS WHEREOF the parties hereto have subscribed their names, and affixed their seals, as of the day and year first above written.

ATTEST:

Secretary

STATE OF OREGON, by and through its State Highway Commission.

Chairman

Approved:

State Highway Engineer

Commissioner

Commissioner

Approved as to form:

Chief Counsel

WASHINGTON STATE HIGHWAY COMMISSION

W. A. BUGE, Director of Highways

Approved as to form:

ASSISTANT ATTORNEY GENERAL

JLS:ckr
9/13/61

MISC. CONTRACTS and
AGREEMENTS No. 22122

A G R E E M E N T

THIS AGREEMENT, made and entered into this 15th day of September, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as "Oregon," and the STATE OF WASHINGTON, by and through its State Highway Commission, hereinafter referred to as "Washington";

W I T N E S S E T H:

RECITALS:

1. Washington and Oregon, after extensive study and research of problems pertaining to roads and bridges between the states, have heretofore mutually agreed upon the need for the construction, maintenance and operation of a new interstate bridge, including approaches thereto in both states, across the Columbia River between Astoria, Oregon, and U.S. Highway 101 on the north bank of the Columbia River near Point Ellice and Megler, Washington to accommodate the present and anticipated volume of traffic between said states.

2. The legislative assemblies of Washington and Oregon have enacted respectively Chapter 209, Washington State Session Laws of 1961, and Chapter 345, Oregon Laws, 1961, which laws in conjunction with other statutory powers and authority of the State Highway Commissions of each state, grant legislative authority for the construction of the proposed said new bridge, including approaches thereto, the maintenance and operation of said proposed new bridge, the raising of necessary funds for the construction of said new bridge, the imposition and collection of tolls for the use of said new bridge, and

OCT 6 - 1961

GM 236 GC 1039-B

further grant legislative authority for the parties hereto to enter into any and all such agreements with each other or with other parties as are necessary for the accomplishment of such purposes.

3. The most economical and feasible method of financing the construction of the main river portion of the said new bridge is by the sale of bonds by Oregon as provided in Chapter 345, Oregon Laws, 1961, and if necessary the sale of refunding bonds as provided in ORS 366.7026. The estimated cost of the construction of the main river portion of said bridge is the sum of $24,000,000.

4. Oregon and Washington wish to provide for the payment of costs incurred in the operation and maintenance of said bridge during the period it is operating as a toll bridge and also for the issuance and sale of bonds, including refunding bonds if necessary by Oregon, for the purpose of providing sufficient funds for:

A. The location, design and construction including engineering and other costs incidental to such construction of said proposed main river bridge as hereinafter described.

B. Payment of the costs and expenses incurred in connection with the issuance and sale of such bonds as are necessary for the construction of the said main river bridge and to pay interest on said bonds from the date of issuance to a period ending six (6) months after said bridge is open to traffic and tolls are imposed for the use thereof.

5. Oregon and Washington desire to provide for the imposition and collection of toll charges for the use of said bridge, for the purpose of creating revenues to:

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A. Pay the cost of operating said main river bridge, including insurance, until such time as all bonds and interest thereon issued for the construction of said main river bridge including any refunding bonds shall have been paid.

B. Pay the principal and interest on said bonds.

C. Reimburse the respective states for any payments made by them pursuant to Article 8-(B) of the GENERAL PROVISIONS for the cost of construction and acquisition of said main river bridge.

D. Pay, after all said bonds are retired, during the period the respective states are being reimbursed, as provided in subparagraph C above, the cost of operating and maintaining said main river bridge. Payment for the cost of operating and maintaining said main river bridge as provided in this subparagraph shall be made only if Oregon and Washington subsequently enter into a supplementary agreement as hereinafter provided.

6. Both parties to this agreement have fulfilled all of their respective statutory requirements for the execution of this agreement. Attached hereto marked Exhibit "A" and "B," and by this reference made a part hereof are an assignment and repayment agreement between Washington and Pacific County, Washington, which meet the requirements of Section 7 of Chapter 209 Washington State Session Laws of 1961.

NOW, THEREFORE, the facts being generally as set forth above, it is mutually agreed by and between the parties hereto as follows:

1. Upon the execution of this agreement by the parties hereto, plans shall be perfected, and the necessary action taken, for the construction of a new, two-lane bridge, including approaches thereto in both states, across the

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Columbia River between Astoria, Oregon and the vicinity of Point Ellice and Megler, Washington.

2. Attached hereto marked Exhibit "C," and by this reference made a part hereof, is a sketch map upon which is indicated the location of the proposed new bridge, including approaches thereto in both states. The construction of said new bridge shall be divided into three (3) sections described as follows:

A. The southerly, or Oregon approach to the said bridge shall be the structure and approach extending from a connection with Marine Drive at the foot of Kingston Avenue easterly and northerly to a pier, the center line of which is at Highway Engineer's Station 318+97.17, including revisions to Marine Drive but not including said pier or the toll plaza and facilities for toll collection.

B. The said main river bridge shall extend from a pier, the center line of which is at Highway Engineer's Station 318+97.17 including said pier, thence northerly across the main channel, Desdemona sands and the northerly ship channel to and including a pier, the center line of which is at Highway Engineer's Station 118+21.00.

C. The northerly, or Washington, approach to said bridge shall be from a pier, the center line of which is at Highway Engineer's Station 118+21.00, but not including said pier, northerly to a connection with U.S. Highway 101 in the State of Washington on the north shore of the Columbia River and including any revisions to the said U.S. Highway 101 because of said connection.

3. The cost of constructing a parking area, toll business office, and toll collection facilities, located on the Oregon approach at approximately High-

GM 230 pg 1039 -B

way Engineer's Station 338+50 as shown outlined in red on the plans attached hereto, marked Exhibit "D," and by this reference made a part hereof shall be payed from the same funds as the cost for the said main river bridge.

The above purposes shall be accomplished pursuant to the following mutual arrangements and respective obligations:

THINGS TO BE DONE BY OREGON:

1. Oregon by execution of this agreement approves and agrees to the provisions set forth in the RECITALS, THINGS TO BE DONE BY WASHINGTON, and GENERAL PROVISIONS.

2. Oregon shall make all surveys, foundation explorations, and other engineering investigations necessary for the preliminary determination of structural type, pier locations and other engineering features for the said main river bridge between Highway Engineer's Station 118+21.00 and Highway Engineer's Station 318+97.17.

3. Oregon shall make estimates of the total construction cost of the said main river bridge and shall submit engineering data and cost estimates to Washington for its review and approval.

4. Oregon shall prepare plans and specifications and award a contract for the construction of the Oregon approach as hereinbefore described and shall from its own funds, or together with such federal funds as may be available, pay all costs of the Oregon approach including the cost of right of way.

5. Oregon in cooperation with Washington shall prepare designs and specifications for the said main river bridge. The design of the said main river bridge shall be a cooperative project between Oregon and Washington. Oregon shall prepare plans for the piers and the concrete viaduct and Washington

shall prepare plans for the structural steel spans across the main river and the north river channels. The said main river bridge plans prepared by each party shall be reviewed by the other party and any differences reconciled by conference. Upon completion and approval of the said plans and specifications for the said main river bridge, Oregon shall advertise for competitive bids and with the approval of Washington award a contract for the construction and supervise the construction of said main river bridge.

6. Oregon shall construct the parking area, toll busines office and toll collection facilities as shown on the attached Exhibit "D." The cost for the above items is to be paid as provided in paragraph 3 on page 4 of this agreement.

7. Upon completion of the said new bridge, Oregon shall operate the bridge including the collection of tolls. All costs for the operation including the collection of tolls, shall be paid from revenues derived from tolls imposed.

8. When the said river bridge is completed and opened to traffic, Oregon shall maintain, at its own cost, the Oregon approach as hereinbefore described.

9. Oregon shall maintain the said main river bridge and shall keep account of all costs therefor and at appropriate intervals submit a bill for one-half of the maintenance costs to Washington. Upon receipt of such billing Washington shall reimburse Oregon for one-half of said maintenance costs.

10. Oregon shall maintain the said Washington approach to said main river bridge and shall keep account of all costs thereof and at appropriate intervals submit a bill for the total of said maintenance costs to Washington. Upon receipt of such billing Washington shall reimburse Oregon for the full amount of the said maintenance cost for said Washington approach.

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THINGS TO BE DONE BY WASHINGTON:

1. Washington by execution of this agreement approves and agrees to the provisions set forth in the RECITALS, THINGS TO BE DONE BY OREGON, and GENERAL PROVISIONS.

2. Washington shall cooperate with Oregon in the design of the said main river bridge and shall design all of the structural steel spans in the project over the main river and the north river channels as provided in paragraph 5 under THINGS TO BE DONE BY OREGON.

3. Washington shall submit said structural steel span plans to Oregon for review and approval and shall also review and approve the plans for the remaining portion of the said main river bridge which will be prepared by Oregon, and any differences reconciled by conference.

4. Washington shall review and approve the bids for the construction of the said main river bridge before the award of a contract by Oregon.

5. Washington shall reimburse Oregon for one-half of the cost of maintaining said main river bridge after completion as provided in paragraph 9 under THINGS TO BE DONE BY OREGON.

6. Washington shall reimburse Oregon for all of the cost of maintaining the Washington approach to said bridge as provided in paragraph 10 of THINGS TO BE DONE BY OREGON.

7. Washington shall prepare plans and specifications and award a contract for the construction of the said Washington approach as hereinbefore described and shall from its own funds, or together with such federal funds as may be available, pay all costs of the Washington approach including the cost of right of way.

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GENERAL PROVISIONS:

1. Oregon after consultation with Washington shall fix the classifications and amounts of tolls to be imposed and collected for the use of the bridge and also the time or times when such tolls shall first be imposed. Oregon after consultation with Washington may from time to time revise said classifications and amounts of said tolls.

2. If either party elects to use federal-aid funds, the other party shall cooperate and if necessary execute any affirmance or consent necessary.

3. Each state shall be reimbursed from the proceeds of the sale of bonds as hereinbefore set out for any cost incurred after March 1, 1961, in connection with the location, design and construction of the said main river bridge. The payment for the said costs shall be made only after a duly verified itemized statement of such advances and expenses have been submitted to and jointly approved by both Oregon and Washington.

4. To the end that the said main river bridge shall become a toll-free bridge when all of the costs of construction and acquisition of the said main river bridge have been fully paid, it is specifically agreed that all tolls received from the operation of the said main river bridge, less the actual cost of operation (and possibly the cost of operation and maintenance as hereinafter provided in paragraph 5 of these GENERAL PROVISIONS) shall be first applied to paying of the principal, interest and other incidental charges to the issuance, sale and retirement of all bonds issued under the provisions of Chapter 345, Oregon Laws 1961, and refunding bonds, if any, issued under the provisions of ORS 366.7026 for the purpose of refunding outstanding bonds issued under the provisions of said Chapter 345, Oregon Laws, 1961; (except as provided in paragraph 7 of these GENERAL PROVISIONS) and secondly to repaying the respective states as

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Rev. 9/12/61

GENERAL PROVISIONS:

1. Oregon after consultation with Washington shall fix the classifications and amounts of tolls to be imposed and collected for the use of the bridge and also the time or times when such tolls shall first be imposed. Oregon after consultation with Washington may from time to time revise said classifications and amounts of said tolls.

2. If either party elects to use federal-aid funds, the other party shall cooperate and if necessary execute any affirmance or consent necessary.

3. Each state shall be reimbursed from the proceeds of the sale of bonds as hereinbefore set out for any cost incurred after March 1, 1961, in connection with the location, design and construction of the said main river bridge. The payment for the said costs shall be made only after a duly verified itemized statement of such advances and expenses have been submitted to and jointly approved by both Oregon and Washington.

4. To the end that the said main river bridge shall become a toll-free bridge when all of the costs of construction and acquisition of the said main river bridge have been fully paid, it is specifically agreed that all tolls received from the operation of the said main river bridge, less the actual cost of operation (and possibly the cost of operation and maintenance as hereinafter provided in paragraph 5 of these GENERAL PROVISIONS) shall be first applied to paying of the principal, interest and other incidental charges to the issuance, sale and retirement of all bonds issued under the provisions of Chapter 345, Oregon Laws 1961, and refunding bonds, if any, issued under the provisions of ORS 366.7026 for the purpose of refunding outstanding bonds issued under the provisions of said Chapter 345, Oregon Laws, 1961; (except as provided in paragraph 7 of these GENERAL PROVISIONS) and secondly to repaying the respective states as

their interest may appear for all of the costs of construction and acquisition of the said main river bridge incurred by them pursuant to the provisions of paragraph 8-(B) of these GENERAL PROVISIONS, except such amounts as may have been contributed by the United States; provided further that no tolls shall be charged for the use of the said main river bridge after the respective states shall have been so repaid and after the date of final repayment the bridge shall be maintained and operated as a free bridge.

5. When all bonds referred to in paragraph 4 of these GENERAL PROVISIONS have been retired, Oregon and Washington may, if they desire, enter into a supplemental agreement to provide that the cost of operating and maintaining said main river bridge shall be paid from the tolls collected for the use of said main river bridge until such time as the states are fully reimbursed for their costs of construction and acquisition of said main river bridge as set forth in said paragraph 4 and 8-(B) of these GENERAL PROVISIONS. Nothing in this paragraph shall be construed to provide for the use of tolls for any purpose in violation of either State's statutes that may be controlling at the time the costs provided for in paragraph 4 of these GENERAL PROVISIONS are paid.

6. In the construction of the said new bridge and the use, maintenance and operation of said bridge due regard and adherance shall be given to all applicable state and federal statutes, and to all rules, regulations and requirements of the United States or its agencies.

7. The cost of constructing the said main river bridge shall be paid from funds derived from the sale of bonds as provided in Chapter 345, Oregon Laws, 1961, the bonds to be the obligation of Oregon and to be sold by Oregon. The cost of constructing the said main river bridge shall include the costs incurred in connection with the issuance, sale of said bonds; the payment of interest

on said bonds from the date of the issuance to a period ending six (6) months after said bridge is opened to traffic and tolls imposed for the use thereof and all costs incurred as provided in paragraph 3 of these GENERAL PROVISIONS. The bonds shall mature serially over a 30-year period. The terms of the sale of the bonds shall be approved by Washington. The bond sale provisions shall be so worded that two issues may be sold, the first to cover the piers and right of way, the second to complete the project. The estimated cost of the said main river bridge is the sum of $24,000,000, however, this final figure may be adjusted downward when bids have been received and cost accurately determined. In that event bonds of a lesser amount may be sold.

8. Principal and interest thereon on all bonds sold pursuant to this agreement shall be paid as follows:

A. The yearly balance of the receipts from tolls and franchise fees remaining after the payments for the yearly costs of operation, excluding maintenance, of said bridge, including cost of insurance, shall be applied to the payment of principal and interest on all bonds issued and other charges incidental to the issuance, sale of refunding bonds, if any, and retirement of initial and refunding bonds.

B. To the extent that the balance of the above revenues derived from the imposition and collection of tolls and franchise fees for the use of the said bridge in any year are insufficient to provide for the payment of principal, interest and other charges incidental to the issuance and sale of refunding bonds, if any, and the retirement of initial and refunding bonds, Oregon shall pay the first $100,000 of such deficit for such year. Washington shall not be required to participate in the first said $100,000 deficit but shall pay when due 40 per cent of the balance of any further such deficit

for such year; except that in no case shall the portion of such deficit paid by Washington exceed the sum of $200,000 in any such year. Washington agrees and acknowledges that its portion of said deficit, if any, shall constitute a first and prior charge against all revenue hereafter derived from the proceeds of Washington State excise taxes on motor vehicle fuel now directed by law to be deposited in the motor vehicle fund available for Washington State Highway Commission purposes as is provided in Section 4, Chapter 209, Washington State Session Laws, 1961.

9. Oregon and Washington agree that so much of said bridge as is within the boundaries of each state shall be made a part of the highway system of the respective states.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

Floyd Q. Sharpe
Secretary

APPROVED:

State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel

APPROVED AS TO FORM:

Assistant Attorney General

STATE OF OREGON, by and through its State Highway Commission

Chairman

Commissioner

Commissioner

WASHINGTON STATE HIGHWAY COMMISSION, by W. A. Bugge, Director of Highways

W. A. Bugge

GM 236 GC 1039-B

MARSH & McLENNAN-
D. K. MacDONALD & COMPANY, INC.
INSURANCE

PHONE 224-3000

STANDARD PLAZA PORTLAND, OREGON 97204

DATE
10/01/69

STATE OF OREGON
STATE HIGHWAY COMMISSION
HIGHWAY BUILDING
SALEM, OREGON 97310

ACCOUNT NO.	INVOICE NO.
16258	51154
POLICY EXPIRATION	ACCOUNT EXEC.
07/29/72	015

BY AND THROUGH ITS STATE HIGHWAY COMMISSION AND STATE OF WASHINGTON

PROPERTY DAMAGE COVERAGE

ASTORIA-MEGLER BRIDGE

THIS BILLING COVERS PERIOD FROM: 07/29/69 TO: 07/29/72

POLICY NO.	INSURANCE COMPANY	AMOUNT OR LIMIT OF LIABILITY	RATE	PREMIUM OR RETURN PREMIUM
245110362	CENTENNIAL INS CO	391,952.00		2,489.00
MF 156850	GENERAL INS CO	1,959,761.		12,444.00
BR 8408	INS CO OF N.AMERICA	7,839,045.		49,778.00
9057811	LLOYDS & COMPANIES	2,743,666.		17,423.00
9057811	LLOYDS & COMPANIES	STATE TAX	2.25	392.02
MB6967199	NATIONAL FIRE INS	5,879,284.		37,333.00
IF 454420	WESTERN FIRE INS CO	783,904.		4,978.00
		19,597,612.		124,837.02

PREMIUMS ARE DUE ON DATE COVERAGE IS EFFECTIVE

TABLE 1-B

BOND FINANCING SUBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON A
ASTORIA TOLL BRIDGE
1966-1992

Year	Subsidy Required to Meet the Annual Bond Financing Costs: Basic Oregon Portion	Shared Portion: Oregon	Shared Portion: Washington	Shared Portion: Total	Total Subsidy 1/: Oregon	Total Subsidy 1/: Washington	Total Subsidy 1/: Total
Prior to Opening	$2,039,500	$ --	$ --	$ --	$ 2,039,500	$ --	$2,039,500
1966	(4,100)	--	--	--	(4,100)	--	(4,100)
1967	100,000	612,800	200,000	812,800	712,800	200,000	912,800
1968	100,000	555,900	200,000	755,900	655,900	200,000	855,900
1969	100,000	630,700	200,000	830,700	730,700	200,000	930,700
197	100,000	417,900	200,000	617,900	517,900	200,000	717,900
1971	100,000	364,300	200,000	564,300	464,300	200,000	664,300
1972	100,000	429,000	200,000	629,000	529,000	200,000	729,000
1973	100,000	269,600	179,700	449,300	369,600	179,700	549,300
1974	100,000	237,700	158,500	396,200	337,700	158,500	496,200
1975	100,000	283,500	189,000	472,500	383,500	189,000	572,500
1976	100,000	171,100	114,100	285,200	271,100	114,100	385,200
1977	100,000	136,100	90,700	226,800	236,100	90,700	326,800
1978	100,000	176,400	117,600	294,000	276,400	117,600	394,000
1979	100,000	62,600	41,700	104,300	162,600	41,700	204,300
1980	100,000	24,700	16,400	41,100	124,700	16,400	141,100
1981	100,000	62,800	41,800	104,600	162,800	41,800	204,600
1982	8,800	--	--	--	8,800	--	8,800
198	(60,400)	--	--	--	(60,400)	--	(60,400)
1984	(1,900)	--	--	--	(1,900)	--	(1,900)
1985	(400)	--	--	--	(400)	--	(400)
1986	300	--	--	--	300	--	300
1987	(456)	--	--	--	(456)	--	(456)
1988	(265)	--	--	--	(265)	--	(265)
1989	75	--	--	--	75	--	75
1990	165	--	--	--	165	--	165

TABLE 1-B

PLUS MAINTENANCE TO BE PAID BY OREGON AND WASHINGTON

ASTORIA TOLL BRIDGE

1966-1992

2/24/71

ing Costs							
Total Subsidy 1/			Maintenance Expense		Total Contribution		
Oregon	Washington	Total	Oregon	Washington	Oregon	Washington	
2,039,500	$ --	$2,039,500	$ --	$ --	$ 2,039,500	$ --	
(4,100)	--	(4,100)	6,412	6,412	2,312	6,412	
712,800	200,000	912,800	16,000	16,000	728,800	216,000	
655,900	200,000	855,900	4,570	4,570	660,470	204,570	
730,700	200,000	930,700	4,830	4,830	735,530	204,830	
517,900	200,000	717,900	2,950	2,950	520,850	202,950	
464,300	200,000	664,300	121,000	121,000	585,300	321,000	
529,000	200,000	729,000	180,000	180,000	709,000	380,000	
369,600	179,700	549,300	180,000	180,000	549,600	359,700	
337,700	158,500	496,200	137,900	137,900	475,600	296,400	
383,500	189,000	572,500	125,400	125,400	508,900	314,400	
271,100	114,100	385,200	186,800	186,800	457,900	300,900	
236,100	90,700	326,800	186,800	186,800	422,900	277,500	
276,400	117,600	394,000	143,000	143,000	419,400	260,600	
162,600	41,700	204,300	130,000	130,000	292,600	171,700	
124,700	16,400	141,100	193,900	193,900	318,600	210,300	
162,800	41,800	204,600	193,900	193,900	356,700	235,700	
8,800	--	8,800	148,300	148,300	157,100	148,300	
(60,400)	--	(60,400)	134,800	134,800	74,400	134,800	
(1,900)	--	(1,900)	201,200	201,200	199,300	201,200	
(400)	--	(400)	201,200	201,200	200,800	201,200	
300	--	300	153,800	153,800	154,100	153,800	
(456)	--	(456)	139,900	139,900	139,444	139,900	
(265)	--	(265)	208,800	208,800	208,535	208,800	
75	--	75	208,800	208,800	208,875	208,800	
165	--	165	159,600	159,600	159,765	159,600	

TABLE 1-B (Con't.)

	Subsidy Required to Meet the Annual Bond Financing Costs						
	Basic Oregon	Shared Portion			Total Subsidy		
Year	Portion	Oregon	Washington	Total	Oregon	Washington	Total
1991	192	--	--	--	192	--	192
1992 2/	--	--	--	--	--	--	--
TOTAL	$3,481,511	$4,435,100	$2,149,500	$6,584,600	$7,916,611	$2,149,500	$10,066,111

1/ Subsidy equals annual debt requirement minus net revenues.

2/ Debt retirement is estimated in February, 1992.

TABLE 1-B (Con't.)

2/24/71

ncing Costs

Total Subsidy			Maintenance Expense		Total Contribution	
Oregon	Washington	Total	Oregon	Washington	Oregon	Washington
192	--	192	145,000	145,000	145,192	145,000
--	--	--	101,100	101,100	101,100	101,100
$7,916,611	$2,149,500	$10,066,111	$3,615,962	$3,615,962	$11,532,573	$5,765,462

Attachment 1.

ASTORIA TOLL BRIDGE
TRAFFIC, REVENUES, AND OPERATING EXPENSES
1966 - 1970

Year	ADT 2/	Annual Traffic	Gross Revenues	Maintenance and Operating Expenses	Net Revenues
			$	$	$
1966 1/	1335	207,000	331,500	153,000 3/	178,500
1967	1149	419,400	677,000	68,000	609,000
1968	1154	421,200	683,600	49,700	633,900
1969	1211	442,000	705,800	178,700 3/	527,100
1970	1316	480,300	772,700	72,800	699,900

1/ Bridge opened to traffic on July 29, 1966.
2/ ADT = Average Daily Traffic. (Computed by dividing total annual paid traffic by 365)
3/ Includes insurance premium of $116,000 in 1966 and $124,859 in 1969.

Attachment 3

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 104617

DATE	BILLING REQ. NO.	YOUR ORDER NO.
1- -1	.1 [illegible]	

CREDIT DISTRIBUTION

-[illegible]-1 [illegible].61
-[illegible]- [illegible]1, [illegible].7
-[illegible] 1[illegible], 17.[illegible]

•
• [illegible] of [illegible]ington
• Department of [illegible]ways
• [illegible], [illegible]ington

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Total maintenance costs fr[illegible]ctober 1, 1[illegible]7 through December 31, 1[illegible]70 on the Astoria Bridge as per a current agreement dated September 15, 1[illegible]1.			
General Bridge [illegible]aintenance			
Washington Approach - 1[illegible]% [illegible]ington Share		[illegible]61.51	[illegible]61.61
Main River Bridge - 5[illegible]% [illegible]ington Share		3, [illegible]9.73	1,5[illegible]9. 7
Oregon Approach - 1[illegible]% [illegible]gon Share		[illegible]0[illegible].0[illegible]	- -
Subtotal			[illegible],1 3.3[illegible]
[illegible]l Avenue Joint [illegible] Contract [illegible] 7139			
Contract awarded to Klaas Bros., Inc. Feb. [illegible], 1[illegible]7[illegible]			
Payments to Contractor - 5[illegible]% [illegible]ington Share		1,[illegible]7.[illegible]	[illegible],7[illegible].71
Engineering - 5[illegible]% Washington Share		[illegible],[illegible]38.33	[illegible]5,[illegible]6.17
Subtotal			1[illegible], 17.[illegible]
Total Amount Due			1[illegible],[illegible]1.[illegible]6

Attachment 4

W[illegible]ington Department of Highways
Billing on Astoria Bridge
Per Agreement Dated September 15, 1961
Billing Period July 1, 1969 to June 30, 1970

Tolls collected			$ 737,233.75
Operating expense:			
Salaries and wages	$ 51,762.77		
Material and supplies	3,142.21		
Insurance	41,619.60		
Total operating expense		$ 96,524.58	
Debt service expenditures:			
Bond maturities	$800,000.00		
Interest payments	633,800.00		
Service charge on bonds & coupons	-		
Total debt service		$1,433,800.00	
Total expenditures			$1,530,324.58
Operating profit or (deficit)			$ 793,090.83
Operating deficit			$ 793,090.83
Less Oregon's obligation per agreement			(100,000.00)
Balance of deficit			$ 693,090.83
Washington's share per agreement			40%
Total			$ 277,236.33
Washington's maximum share of deficit per agreement (Amount of this billing)			$ 200,000.00

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (11-69)

ASTORIA BRIDGE

DAILY TOLL SALES REPO

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2 Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	
	1st Shift	N	16			5	2			3	
		S	16			1				3	
B-3	Bess	T	32			6	2			6	
	2nd Shift	N	169		2	9	2	2	2	10	
		S	215		2	10		1	1	16	
B-5	MacDonald	T	384		4	19	2	3	3	26	
	3rd Shift	N	112	1		1				5	
		S	77			12		1		4	
	Church	T	189	1		13		1		9	
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			605	1	4	38	4	4	3	41	
NO. OF AXLES BY CLASSIFICATION			2 ~~1210~~	3 — 3	4 —16	2 —76	3 ~~12~~	3 ~~12~~	4 ~~12~~	5 ~~205~~	6
RECEIPTS BY CLASSIFICATION			907.50	2.00	8.00	114.00	12.00	16.00	12.00	164.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bess	96.00	48.00	48.00	48.00		
SECOND SHIFT MacDonald	776.00	184.00	592.00	593.50	1.50	
THIRD SHIFT Church	366.50	79.00	287.50	287.50		
EXTRA SHIFT						
DAILY TOTALS	1238.50	311.00	927.50	929.00	1.50	

SECTION 3—

Treadle Count		
Forward	Less Reverse	
116		
1041		1
464		
1621		1

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

SP

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE 4 February 1971

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
2			3					1	2	27
			3					1	2	21
2			6					2	4	48
2	2	2	10					15	32	211
	1	1	16				1	15	31	261
2	3	3	26				1	30	63	472
			5				1	1	2	121
	1		4				1	3	6	98
	1		9				2	4	8	219
4	4	3	41				3	36		Total Vehicles 739
3 ~~12~~	3 ~~12~~	4 ~~12~~	5 ~~205~~	6 —	7 —	8 —	2 ~~6~~	See note 75		Computed Axles 1627
12.00	16.00	12.00	164.00				3.00	Total Computed Receipts		$ 1238.50

SECTION 3—TRAFFIC SUMMARY

Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
		116		116	116		
1.50		1041		1041	1044	3	
		464		464	467	3	
1.50		1621		1621	~~1267~~ 1617	6	

AXLE COUNT COMPARISON

TREADLE

A1-NB FWD.	A1-NB REV.	A2-SB FWD.	A2-SB REV.
Prob. Error 1%			
785		836	

COMPUTED

NORTH-BOUND	SOUTH-BOUND
789	838

CASH DEPOSITED

$ 929.00

Signature

Form A-342.

SP°53755-734

4-04

ATTACHMENT #6

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1969

To: E. S. Hunter
MAINTENANCE ENGINEER

SUBJECT: Interim Report
Sealing of Cracks in
Astoria Bridge Deck

D I V I S I O N

We are continuing our efforts to find a solution to the sealing of cracks in the Astoria Bridge deck. All our investigations to the present time have indicated that an overlay of the deck was the only solution available except for the linseed oil treatment described earlier.

I have had second thoughts on the linseed oil after your reply. From available information through research data there is indication that there are some detrimental effects with the linseed oil treatment. Linseed oil being an organic substance, it is thought to break down under the aging process. This breaking down of the substance could possibly continue into the adjacent concrete structure. The overlay was anticipated to cost approximately $150,000. A $1.50 a square foot seems to be the minimum. There is some thought that an epoxy overlay may show reflective cracking which would in turn defeat the solution we are trying to provide--that of keeping the water from the reinforcing steel.

Mr. Gib Anderson, Mr. John Jenkins, Mr. Richard Hawkins, and myself met with a representative of the Charles Watts Company, Mr. James Covington. Mr. Covington indicated that he has an epoxy compound Colma Fix LV which is for the grouting of cracks. This material does not have to be applied under extreme pressure as do other crack grouting compounds and we could seeno necessity for sealing the underside of the crack as is the case with some other materials. The sealing of the cracks on the underside would be extremely expensive.

We purchased the approximate amount of materials to complete one panel. We will use this as an experiment to determine the effectiveness of the present contemplated procedure. The materials and labor for doing this job appear to be in the vicinity of $4,000.

I will keep you informed as to our progress.

R. D. Asburry
DIVISION ENGINEER
by
J. B. Boyd
ASST. DIVISION ENGINEER

JBB/sjs
cc: R. S. Hawkins
John Jenkins.

MAINTENANCE ENGINEER
RECEIVED
OCT 17 1969
BS ABS AA FILE TA

OREGON STATE HIGHWAY DIVISION
Maintenance Section

ASTORIA BRIDGE MAINTENANCE

1971-73 Budget

The budget request for this item is $103,000.

Maintenance of the Astoria Bridge is a joint venture with the States of Oregon maintains the southerly approach, Oregon and Washington maintain the center northerly approach. All work is done by Oregon's maintenance crews. Washington i ment between the two States. A major item of maintenance anticipated during this the bridge deck at an estimated cost of $100,000.

This four-mile structure requires substantial maintenance of the steel, fog horns, delineation, and signs. Winter icing conditions require considerable bridge.

The major painting is performed by contract under contract maintenance

ATTACHMENT #7

OREGON STATE HIGHWAY DIVISION
Maintenance Section

ASTORIA BRIDGE MAINTENANCE

1971-73 Budget

s $103,000.

is a joint venture with the States of Oregon and Washington participating.
on and Washington maintain the center spans, and Washington maintains the
gon's maintenance crews. Washington is billed for its share as per agree-
f maintenance anticipated during this budget period is a contract to seal
,000.

substantial maintenance of the steel, concrete deck, navigational lighting,
ting conditions require considerable sanding due to the exposure of this

contract under contract maintenance as per agreement between the two States.

STATE OF OREGON
EXECUTIVE DEPARTMENT

1 Description		2 1967-69 Actuals	3 1969-71 Leg. Approved Budget	4 1969-7 Estima
	1			
MAINTENANCE OF HIGHWAYS - ASTORIA BRIDGE MAINTENANCE	2			
	3			
Personal Services	4			
	5			
Base Budget	6			
	7			
Transfer of Personal Services from Other Budgets	8	17,848	20,500	17,843
	9			
	10			
	11			
	12			
	13			
Services and Supplies	14			
	15			
Base Budget	16	4,386	19,500	7,546
	17			
	18			
	19			
	20			
	21			
	22			
	23			
Total All Classifications	24	22,234	40,000	25,389
	25			
	26			
	27			
	28			
	29			
	30			
	31			
	32			
	33			
	34			
	35			
	36			
	37			

Agency No. 734 Agency Name Oregon State Highway Division

BIENNIAL BUDGET SUMMARY

105 BF 10

	2 1967-69 Actuals	3 1969-71 Leg. Approved Budget	4 1969-71 Estimates	1971-73 5 Agency Request	1971-73 6 Governor's Recommendation	1971-73 7 Legislative Approved
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8	17,848	20,500	17,843	36,491	36,491	8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16	4,386	19,500	7,546	66,509	66,509	16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24	22,234	40,000	25,389	103,000	103,000	24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37

STATE OF OREGON
EXECUTIVE DEPARTMENT

1 Description		2 1967-69 Actuals	3 1969-71 Leg. Approved Budget	4 196 Esti
	1		-	
MAINTENANCE OF HIGHWAYS - ASTORIA BRIDGE MAINTENANCE	2			
	3			
	4			
	5			
Transfer of Personal Services from Other Budgets	6			
	7			
Construction Engineering	8	-	-	-
	9			
General Maintenance	10	-	20,500	17,8
	11			
District Engineers	12	-	-	-
	13			
	14			
	15			
Total Transfer of Personal Services	16	17,848	20,500	17,
	17			
	18			
	19			
	20			
	21			
	22			
	23			
	24			
	25			
	26			
	27			
	28			
	29			
	30			
	31			
	32			
	33			
	34			
	35			
	36			
	37			

Agency No. 734 Agency Name Oregon State Highway Division

BIENNIAL BUDGET SUMMARY

105 BF 10

	2 1967-69 Actuals	3 1969-71 Leg. Approved Budget	4 1969-71 Estimates	1971-73 5 Agency Request	1971-73 6 Governor's Recommendation	1971-73 7 Legislative Approved
1		-				
2						
3						
4						
5						
6						
7						
8	-	-	-	10,000	10,000	
9						
10	-	20,500	17,843	21,430	21,430	
11						
12	-	-	-	5,061	5,061	
13						
14						
15						
16	17,848	20,500	17,843	36,491	36,491	
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						
32						
33						
34						
35						
36						
37						

BIENNIAL BUDGET SUMMARY

STATE OF OREGON
EXECUTIVE DEPARTMENT

Description	1967-69 Expenditures Actual	Fund	1969-71 Leg. Approved Budget	Fund	1969-71 1969-70 Actual	1970-71 Estimated	1969-71 Estimated
1	2	3	4	5	6	7	8
MAINTENANCE OF HIGHWAYS - ASTORIA BRIDGE MAINTENANCE							
BASE BUDGET							
In-state Travel							
Moving & Per Diem Allow.	158	0	600	0	-	300	300
Meals and Lodging	1,608		1,600		692	800	1,492
Total In-state Travel	(1,766)		(2,200)		692	(1,100)	(1,792)
Services-Direct							
Space Rental	228		-		163	-	163
Formal Contracts	-		-		-	-	-
Bridge Pier Inspection	11,205		8,000		2,089	4,000	6,089
Rental of Other Equipment	544		-		64	-	64
Supplies-Direct							
Materials	158		6,000		1,066	3,000	4,066
Stationery and Office	3		-		-	-	-
Hardware and Electrical	701		800		280	400	680
Shop and Field	645		2,000		1,051	1,000	2,051
Repairs to Equipment	165		200		74	100	174
Services-Interdepartmental							
Equipment Rental	4,611		6,000		2,818	3,000	5,818
Material Laboratory	119		-		12	-	12
Blueprint	155		-		58	-	58
Design	-		-		172	-	172
Bridge	-		-		208	-	208
Program & Planning	-		-		20	-	20
Electrical	1,878		5,200		1,491	2,600	4,091
Equipment Repair Shop	345		1,000		380	500	880
Supplies-Interdepartmental							
Materials	23		5,000		1,246	2,500	3,746
Hardware and Electrical	336		300		-	150	150
Shop and Field	118		-		64	-	64
Total Storeroom Supplies	(477)		(5,300)		(1,310)	(2,650)	(3,960)
Credit for Damage Claims	326 Cr.		-		-	-	-
Credit for Maint. Costs from the State of Wash.	18,288 Cr.		17,200 Cr.		14,152 Cr.	8,600 Cr.	22,752 Cr.
Total Base Budget	4,386	0	19,500	0	2,204 Cr.	9,750	7,546

Agency No. 734 Agency Name Oregon State Highway Division Program Title Maintenance of Highways

Form 13

Approved Fund	1969-71 6 1969-70 Actual	1969-71 7 1970-71 Estimated	1969-71 8 1969-71 Estimated	9 Fund	1971-73 10 Agency Request	11 Fund	1971-73 12 Governor's Recom.	13 Fund	1971-73 14 Legislative Approved	15 Fun
								1 2		
0	-	300	300	0	600	0	600	0 3 4		
	692	800	1,492		1,600		1,600	5		
	692	(1,100)	(1,792)		(2,200)		(2,200)	6		
	163	-	163		400		400	7 8		
	-	-	-		100,000		100,000	9		
	2,089	4,000	6,089		7,000		7,000	10		
	64	-	64		200		200	11 12		
	1,066	3,000	4,066		5,000		5,000	13		
	-	-	-		-		-	14		
	280	400	680		800		800	15		
	1,051	1,000	2,051		2,300		2,300	16		
	74	100	174		400		400	17 18		
	2,818	3,000	5,818		7,000		7,000	19		
	12	-	12		100		100	20		
	58	-	58		100		100	21		
	172	-	172		300		300	22		
	208	-	208		400		400	23		
	20	-	20		50		50	24		
	1,491	2,600	4,091		3,000		3,000	25		
	380	500	880		1,000		1,000	26		
								27		
	1,246	2,500	3,746		5,000		5,000	28		
	-	150	150		400		400	29		
	64	-	64		200		200	30		
)	(1,310)	(2,650)	(3,960)		(5,600)		(5,600)	31		
	-	-	-		-		-	32		
								33		
Cr.	14,152 Cr	8,600 Cr	22,752 Cr.		69,341 Cr		69,341Cr	34		
								35		
0	2,204 Cr	9,750	7,546	0	66,509	0	66,509	0 36		
								37		

Program Title Maintenance of Highways

Program No. 2

☑ SERVICES AND SUPPLIES ☐ SPECIAL PAYMENTS ☐ DEBT SERVICE ☐ NON-LIMITED ITE

RECEIVED
SEP 9 - 1971
FORM E-20
FOR FILING
Fins-1
1268

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1971

SUBJECT: Audit Report
Astoria Toll Bridge

To: Robert N. Bothman
Maintenance Engineer

B U I L D I N G

From: Dettmar Jones
Dettmar W. Jones
Accounting Analyst

Definition Statement

This audit is performed annually to reconcile the inventory of coupon books, to certify the cash held as "change" funds, and to verify that established operational procedure is being followed.

Analysis

At 8:00 a.m. on August 19, 1971, I personally counted the "change" fund in Mr. Church's presence in the Toll Office prior to his going on duty in the toll booth.

Subsequently, in Mr. Infinger's presence, I counted the cash drawers for the other five toll takers. We also counted the coupon book inventory in the safe, cross-checking quantity with serial numbers. All cash and coupons were in the Toll Office safe.

We made a similar count of cash and coupon books in the Maintenance office.

The combined physical inventory of coupons was later checked against the book record in Salem. The attached worksheet shows the cash on hand and the reconciliation of coupon inventory.

Conclusion

All cash and coupons were accounted for and properly secured. The procedure for cash handling, reporting and security appear to be carefully followed. No recommendation seems necessary.

DWJ:bg

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

APPROVED
V. E. Skoog
V. E. SKOOG, Controller

Date 19,1971 Toll Taker 8:00 A.M.	Bridge Toll Change Count	Unit Count coupons type	Unit Count coupons books	Office Count Coupons type	Office Count Coupons books	Total coupons (books)
[illegible]	[illegible]	[illegible]	[illegible]		8	228
[illegible]	[illegible]	TC-10	100		37	137
[illegible]	$350.00	T-10	127		26	153
[illegible]	$240.00	T-20	120		24	144
[illegible]	$[illegible]	[illegible]	200		[illegible]	215
Hardcoy	35000		777		100	877
[illegible]	5000	"Change" furnished from Mrs Church's drawer				
	4050					
Total Receipts	9050					

Total Book Count Tally

P			228	@	1350	$	307800	
P	sold (note Cashier's office)		3		1350		4050	
TC-10			137		3600		493200	
T-10			153		2700		413100	
T-20			144		5400		777600	
TC-20			215		7200		1548000	
						$	3543750	

Total Book Issued Today Record

8/18

P		# 10055 – # 10286	231	@	1350	$	311850	
T-10		1079 – 1232	153		2700		413100	
T-20		1065 – 1209	144		5400		777600	
TC-10		1298 – 1435	137		3600		493200	
TC-20		1419 – 1694	275		7200		1980000	
TC-20	SOLD	1435 – 1494	< 60 >		7200		< 432000 >	
						$	3543750	

ASTORIA BRIDGE PAID VEHICLES: 12-23-70

	CARS	Trls	Trks	Cycles	TOTAL
4.	571	5	107	0	683
5.	628	9	20	0	657
6.	424	4	1	2	431
7.	501	1	97	2	601
8.	540	0	92	0	632
9.	544	4	75	0	623
10.	440	5	80	0	525
11.	666	3	75	1	745
12.	728	6	26	0	760
13.	509	5	8	4	526
14.	510	0	107	0	617
15.	503	3	97	0	603
16.	484	4	75	0	563
17.	590	1	134	0	725
18.	578	5	138	0	721
19.	765	1	13	1	780
20.	464	5	0	0	469

NOTED
A. E. JOHNSON

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JAN 26 1971
FOR FILING

ACCUMULATIVE TOTAL FOR 1970

NOTED
A. E. JOHNSON

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month December
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								459,555
1			576					460,131
2				567				460,698
3					483			461,181
4						683		461,864
5							657	462,521
6	431							462,952
7		601						463,553
8			632					464,185
9				623				464,808
10					525			465,333
11						745		466,078
12							760	466,838
13	526							467,364
14		617						467,981
15			603					468,584
16				563				469,147
17					725			469,872
18						721		470,593
19							780	471,373
20	469							471,842
21		702						472,544
22			752					473,296
23				803				474,099
24					720			474,819
25						537		475,356
26							795	476,151
27	669							476,820
28		751						477,571
29			948					478,519
30				786				479,305
31					877			480,182
AV.								

20,627 / 31 = 665 ADT

Total for Month 20,627

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month December
Year 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,953,037
1			576					1,953,613
2				567				1,954,180
3					483			1,954,663
4						683		1,955,346
5							657	1,956,003
6	431							1,956,434
7		601						1,957,035
8			632					1,957,667
9				623				1,958,290
10					525			1,958,815
11						745		1,959,560
12							760	1,960,320
13	526							1,960,846
14		617						1,961,463
15			603					1,962,066
16				563				1,962,629
17					725			1,963,354
18						721		1,964,075
19							780	1,964,855
20	469							1,965,324
21		702						1,966,026
22			752					1,966,778
23				803				1,967,581
24					720			1,968,301
25						537		1,968,838
26							795	1,969,633
27	669							1,970,302
28		751						1,971,053
29			948					1,972,001
30				786				1,972,787
31					877			1,973,664

Total for Month 20,627

20,627 / 31 = 665 ADT for December

ADT for 1970 - 1,316

ASTORIA T

(DOES NOT

AVERAGE MONTHLY TRAFFIC

4,000

3,000

2,000

1,000

0

543 533 389 597

672 644 604 759

770 802 889 927

826 875 981 916

1004 1033 1265 1273

66 67 68 69 70 | 66 67 68 69 70 | 66 67 68 69 70 | 66 67 68 69 70 | 66 67 68 69 70 | 66

JAN. FEB. MARCH APRIL MAY

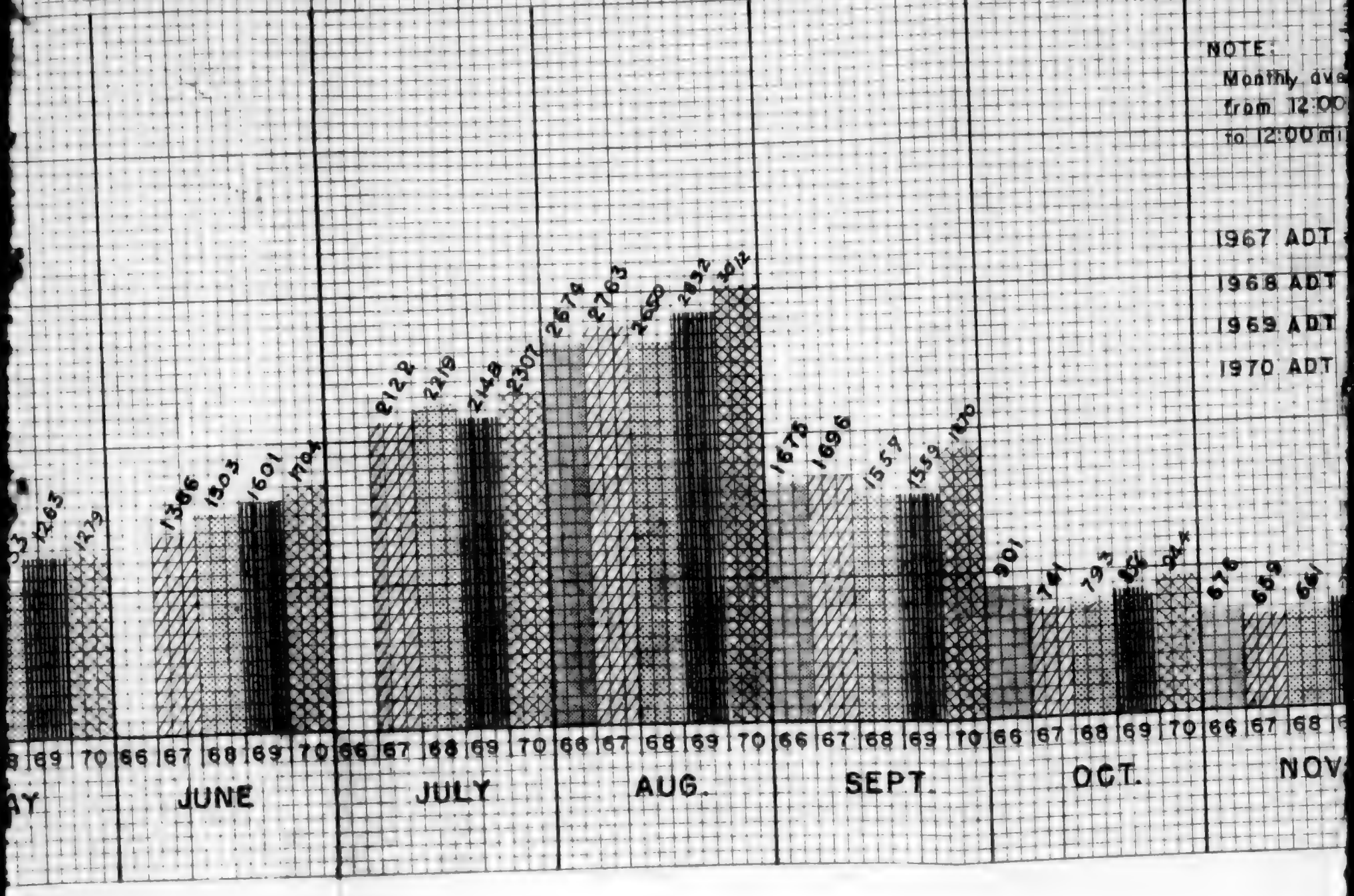
PRINTED IN U S A ON CLEARPRINT TECHNICAL PAPER NO 1013

NO C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

PAPER CO.

RIA TOLL BRIDGE TRAFFIC COUNTS

S NOT INCLUDE NON-REVENUE VEHICLES)



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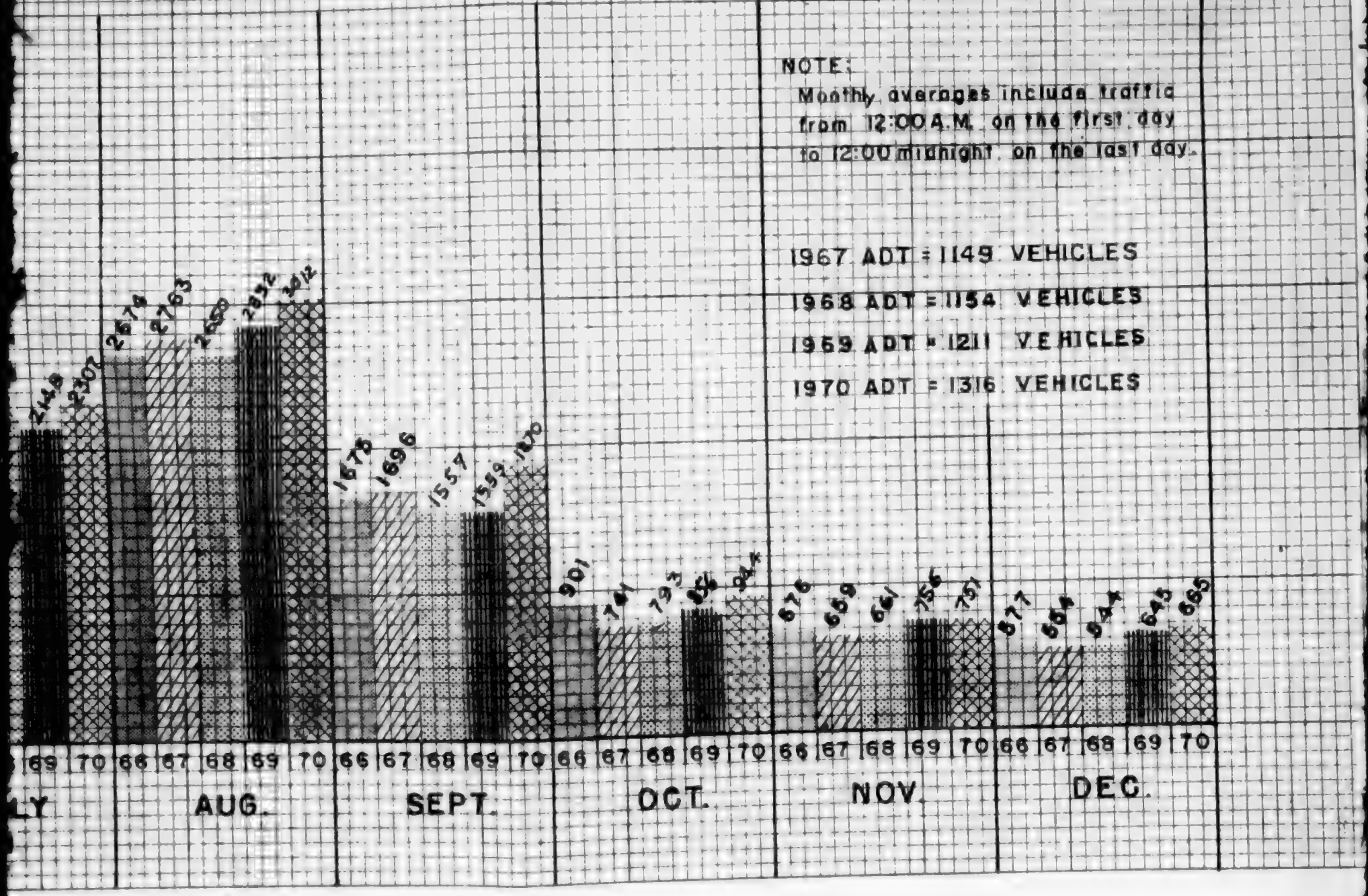
CLEARPRINT PAPER CO
NS PER INCH BOTH WAYS 70 X 100 DIVISIONS

FFIC COUNTS

UE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

1970 ADT = 1316 VEHICLES

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CLEARPRINT PAPER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

CUMULATIVE TOTAL FOR 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

NOTED
A. E. JOHNSON

Month November
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								437,018
1	1,030							438,048
2		736						438,784
3			737					439,521
4				767				440,288
5					668			440,956
6						830		441,786
7							901	442,687
8	835							443,522
9		688						444,210
10			670					444,880
11				677				445,557
12					747			446,304
13						877		447,181
14							892	448,073
15	814							448,887
16		690						449,577
17			658					450,235
18				684				450,919
19					714			451,633
20						702		452,335
21							714	453,049
22	457							453,506
23		467						453,973
24			604					454,577
25				823				455,400
26					678			456,078
27						1,012		457,090
28							986	458,076
29	871							458,947
30		608						459,555
31								
AV.								

22537 / 30 = 751 ADT

Total for Month 22537

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month November
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,930,500
1	1,030							1,931,530
2		736						1,932,266
3			737					1,933,003
4				767				1,933,770
5					668			1,934,438
6						830		1,935,268
7							901	1,936,169
8	835							1,937,004
9		688						1,937,692
10			670					1,938,362
11				677				1,939,039
12					747			1,939,786
13						877		1,940,663
14							892	1,941,555
15	814							1,942,369
16		690						1,943,059
17			658					1,943,717
18				684				1,944,401
19					714			1,945,115
20						702		1,945,817
21							714	1,946,531
22	457							1,946,988
23		467						1,947,455
24			604					1,948,059
25				823				1,948,882
26					678			1,949,560
27						1,012		1,950,572
28							986	1,951,558
29	871							1,952,429
30		608						1,953,037
31								

Total for Month 22537

22537 / 30 = 751 ADT

ASTORIA T

(DOES NOT

AVERAGE MONTHLY TRAFFIC

4,000
3,000
2,000
1,000
0

	66	67	68	69	70
JAN.		543	533	389	597
FEB.		672	644	604	759
MARCH		770	802	889	927
APRIL		825	875	931	916
MAY		1004	1033	1263	1279
6					

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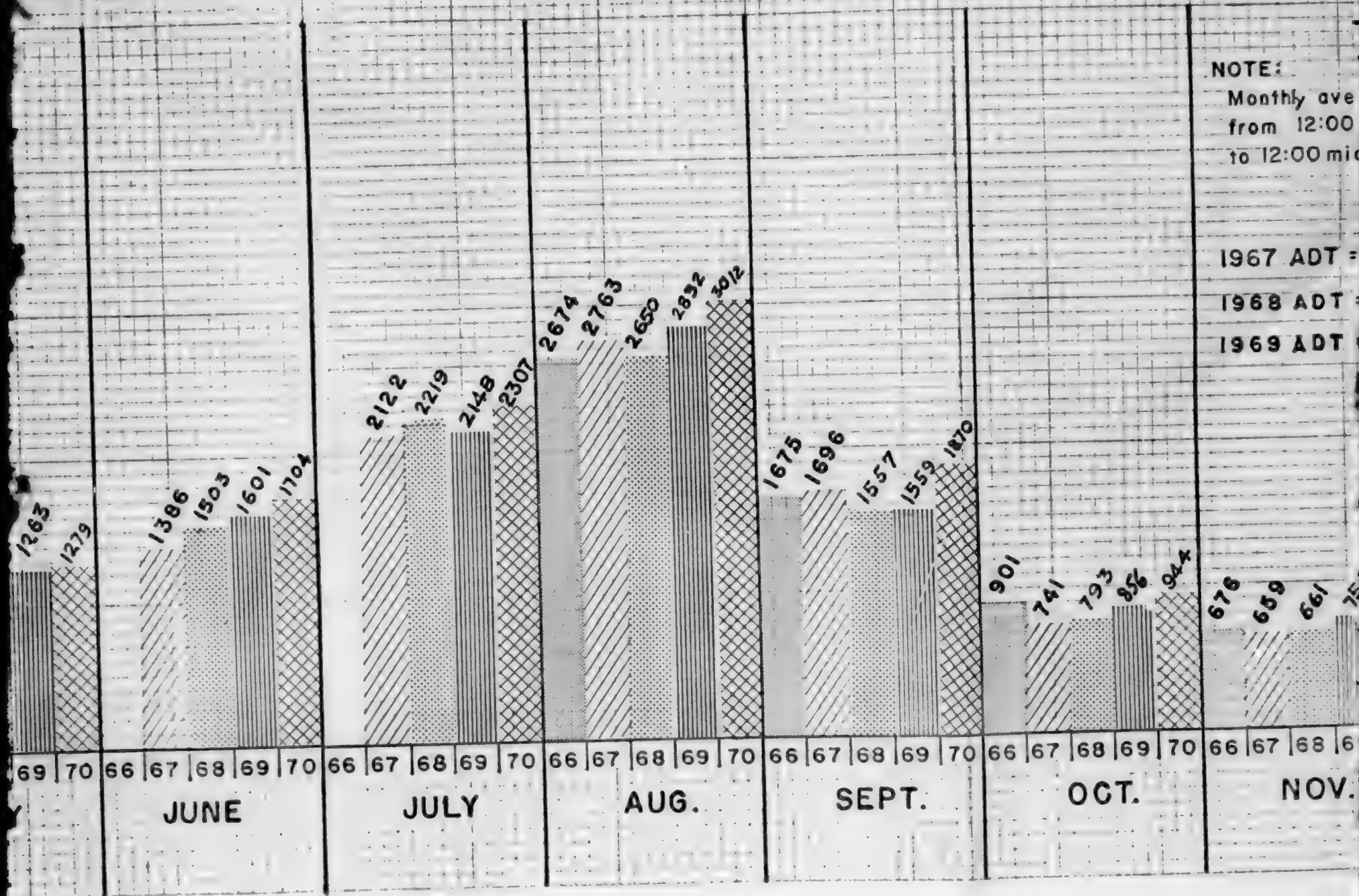
IA TOLL BRIDGE TRAFFIC COUNTS

NOT INCLUDE NON-REVENUE VEHICLES)



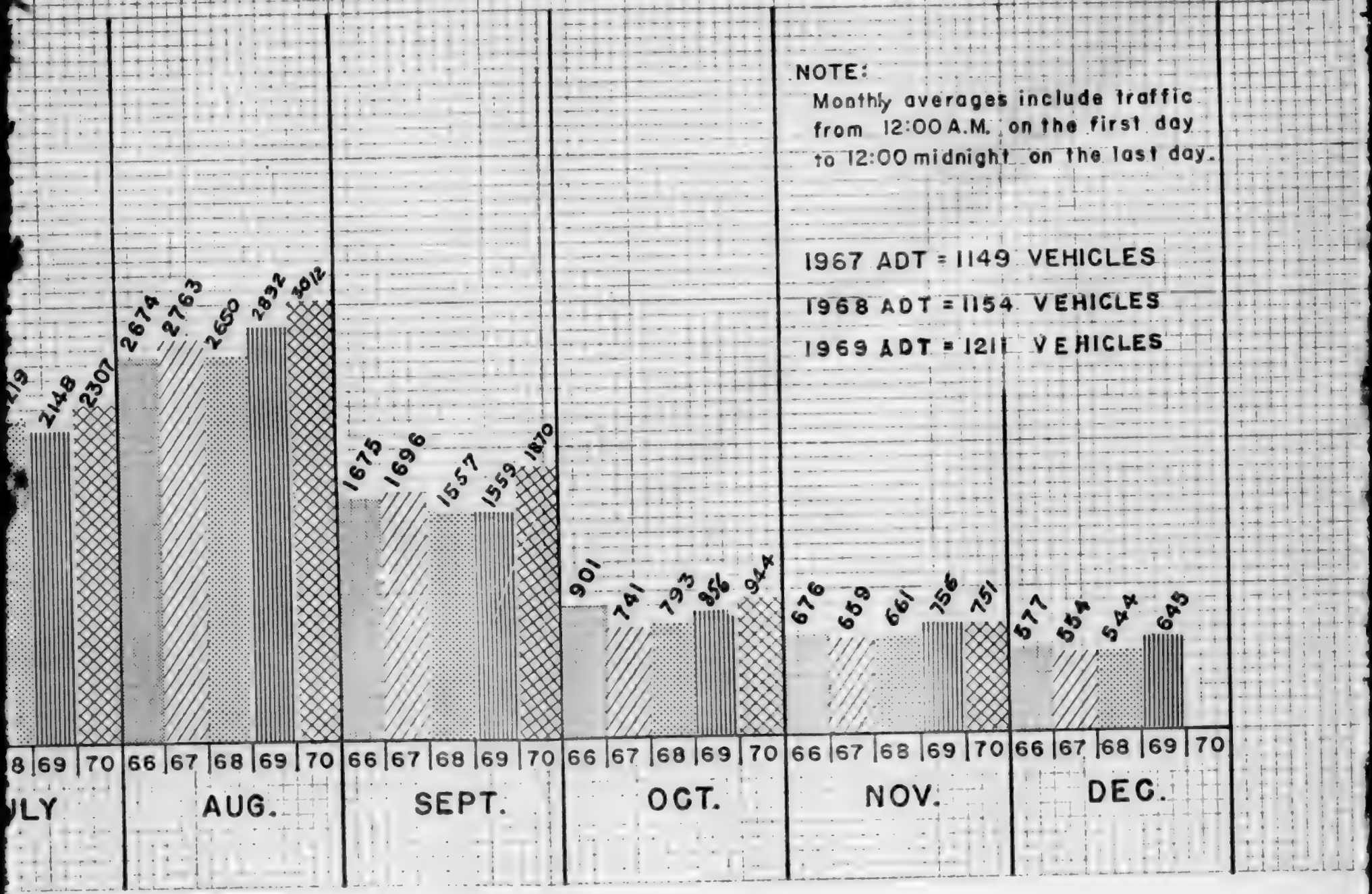
NOTE:
Monthly ave
from 12:00
to 12:00 mi

1967 ADT =
1968 ADT =
1969 ADT

1704

FFIC COUNTS

NUE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

RECEIVED
NOV 13 1970

ACCUMULATIVE TOTAL FOR 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month October
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								407,743
1					1,097			408,840
2						1,280		410,120
3							1,274	411,394
4	1,331							412,725
5		984						413,709
6			937					414,646
7				976				415,622
8					969			416,591
9						1,095		417,686
10							1,031	418,717
11	1,090							419,807
12		957						420,764
13			892					421,656
14				863				422,519
15					910			423,429
16						1,138		424,567
17							1,161	425,728
18	1,009							426,737
19		778						427,515
20			731					428,246
21				727				428,973
22					768			429,741
23						815		430,556
24							893	431,449
25	937							432,386
26		685						433,071
27			707					433,778
28				732				434,510
29					714			435,224
30						911		436,135
31							883	437,018
AV.								

NOTED
TOM EDWARDS

29,275 / 31 = 944 ADT

Total for Month 29,275

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month October
Year 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,901,225
1					1,097			1,902,322
2						1,280		1,903,602
3							1,274	1,904,876
4	1,331							1,906,207
5		984						1,907,191
6			937					1,908,128
7				976				1,909,104
8					969			1,910,073
9						1,095		1,911,168
10							1,031	1,912,199
11	1,090							1,913,289
12		957						1,914,246
13			892					1,915,138
14				863				1,916,001
15					910			1,916,911
16						1,138		1,918,049
17							1,161	1,919,210
18	1,009							1,920,219
19		778						1,920,997
20			731					1,921,728
21				727				1,922,455
22					768			1,923,223
23						815		1,924,038
24							893	1,924,931
25	937							1,925,868
26		685						1,926,553
27			707					1,927,260
28				732				1,927,992
29					714			1,928,706
30						911		1,929,617
31							883	1,930,500

Total for Month 29,275

29,275 / 31 = 944 ADT

ASTORIA TO

(DOES NOT I

AVERAGE MONTHLY TRAFFIC

4,000

3,000

2,000

1,000

0

	66	67	68	69	70
JAN.		543	533	389	597
FEB.		672	644	604	759
MARCH		770	802	889	927
APRIL		825	875	931	916
MAY		1004	1033	1263	1279
	66				

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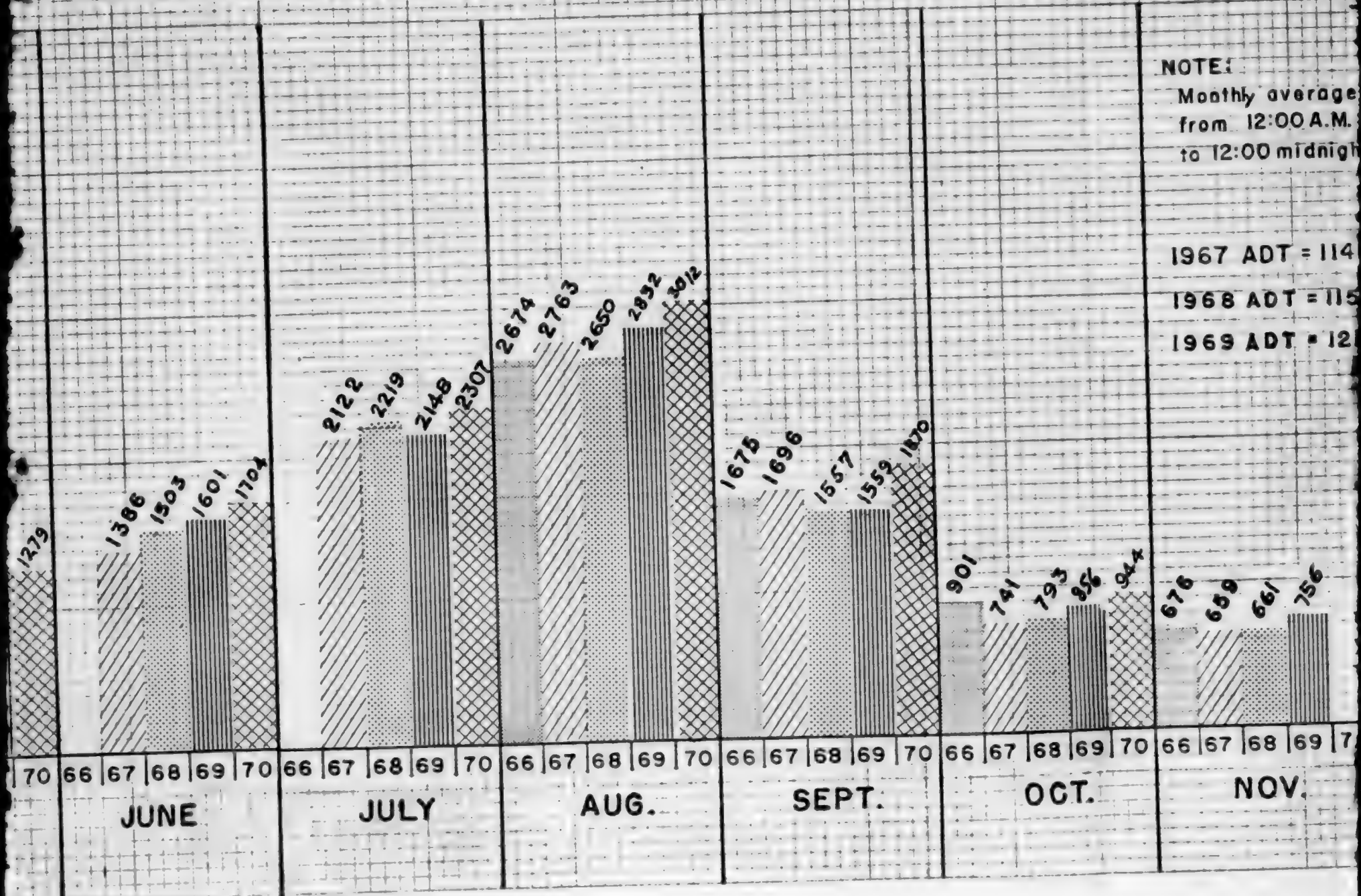
NO. C3183 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIV'S ONE

NT PAPER CO.

TOLL BRIDGE TRAFFIC COUNTS

(DOT INCLUDE NON-REVENUE VEHICLES)



NOTE:
Monthly average
from 12:00 A.M.
to 12:00 midnigh

1967 ADT = 114

1968 ADT = 115

1969 ADT = 12

1704

1488

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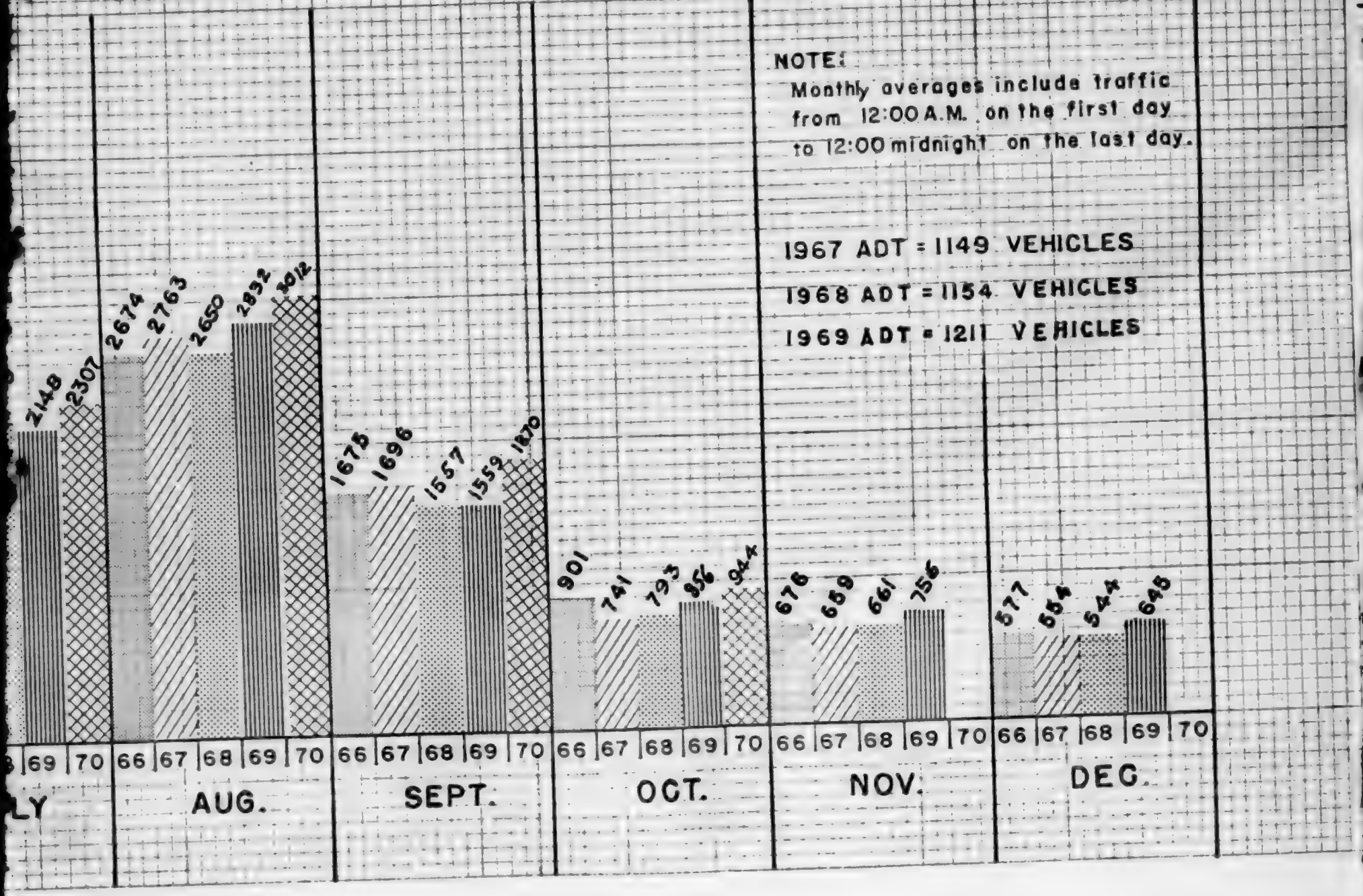
CLEARPRINT PAPER CO

FFIC COUNTS

UE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

1458

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CLEARPRINT PAPER CO. NO. C3190 10 DIVS. CMS PER INCH SCALE MAYS 70 X 100 C. 1/3 INCH

RECEIVED
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FOR FILING

ACCUMULATIVE TOTAL FOR 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month: September
Year: 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								351,636
1			2,045					353,681
2				1,994				355,675
3					2,126			357,801
4						2,693		360,494
5							2,933	363,427
6	2,756							366,183
7		2,855						369,038
8			1,829					370,867
9				1,841				372,708
10					1,841			374,549
11						2,273		376,822
12							2,283	379,105
13	2,515							381,620
14		1,802						383,422
15			1,731					385,153
16				1,692				386,845
17					1,653			388,498
18						1,844		390,342
19							1,843	392,185
20	1,837							394,022
21		1,394						395,416
22			1,238					396,654
23				1,310				397,964
24					1,297			399,216
25						1,447		400,708
26							1,643	402,351
27	2,018							404,369
28		1,137						405,506
29			1,113					406,619
30				1,124				407,743
31								
AV.								

NOTED
JOM EDWARDS

50,107 / 30 = 1,870 ADT

Total for Month 56,107

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month September
Year 1970

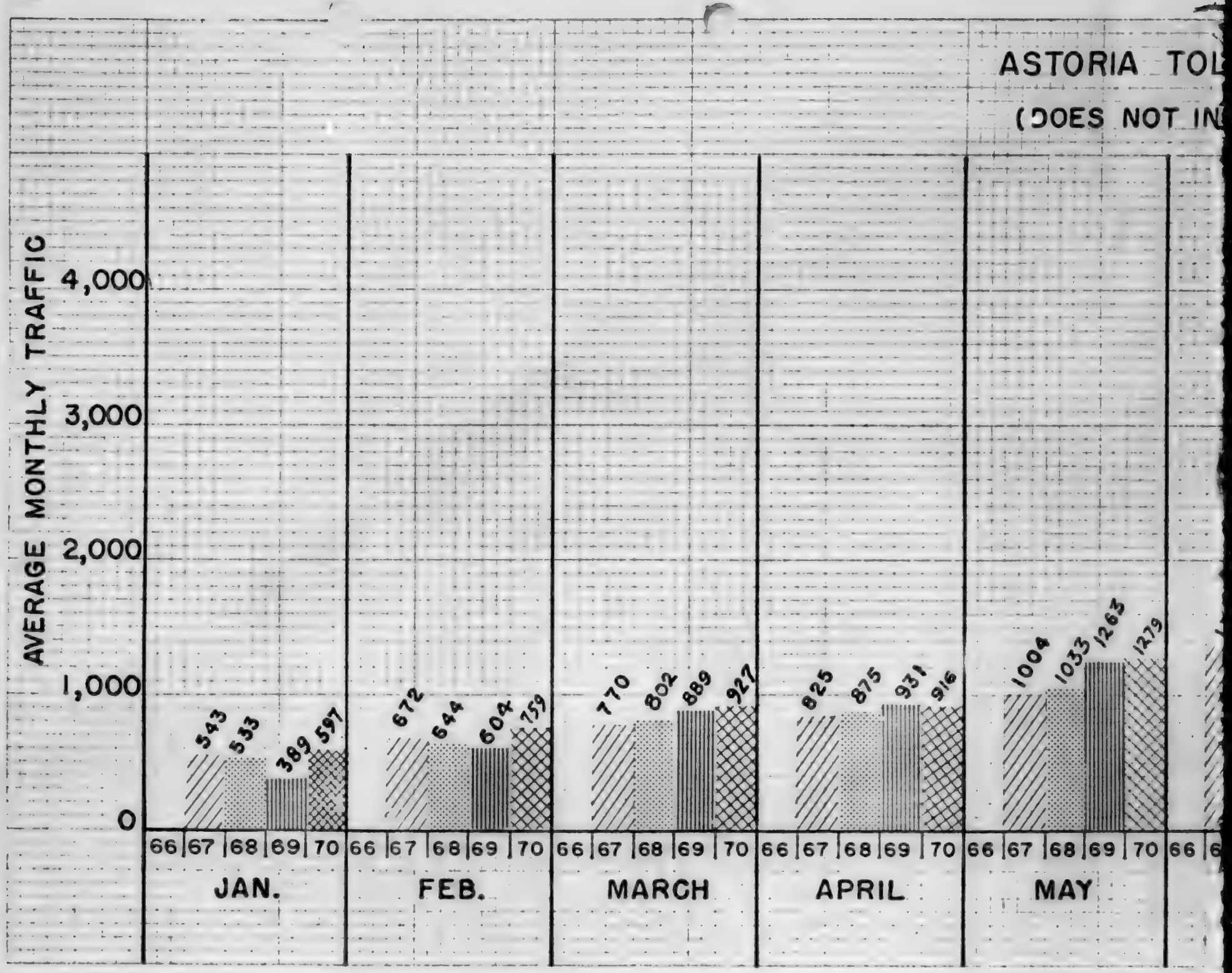
Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,845,118
1			2,045					1,847,163
2				1,994				1,849,157
3					2,126			1,851,283
4						2,693		1,853,976
5							2,933	1,856,909
6	2,756							1,859,665
7		2,855						1,862,520
8			1,829					1,864,349
9				1,841				1,866,190
10					1,841			1,868,031
11						2,273		1,870,304
12							2,283	1,872,587
13	2,515							1,875,102
14		1,802						1,876,904
15			1,731					1,878,635
16				1,692				1,880,327
17					1,653			1,881,980
18						1,844		1,883,824
19							1,843	1,885,667
20	1,837							1,887,504
21		1,394						1,888,898
22			1,238					1,890,136
23				1,310				1,891,446
24					1,297			1,892,743
25						1,447		1,894,190
26							1,643	1,895,833
27	2,018							1,897,851
28		1,137						1,898,988
29			1,113					1,900,101
30				1,124				1,901,225
31								

56,107 / 30 = 1,870 ADT

Total for Month 56,107

ASTORIA TOL

(DOES NOT IN



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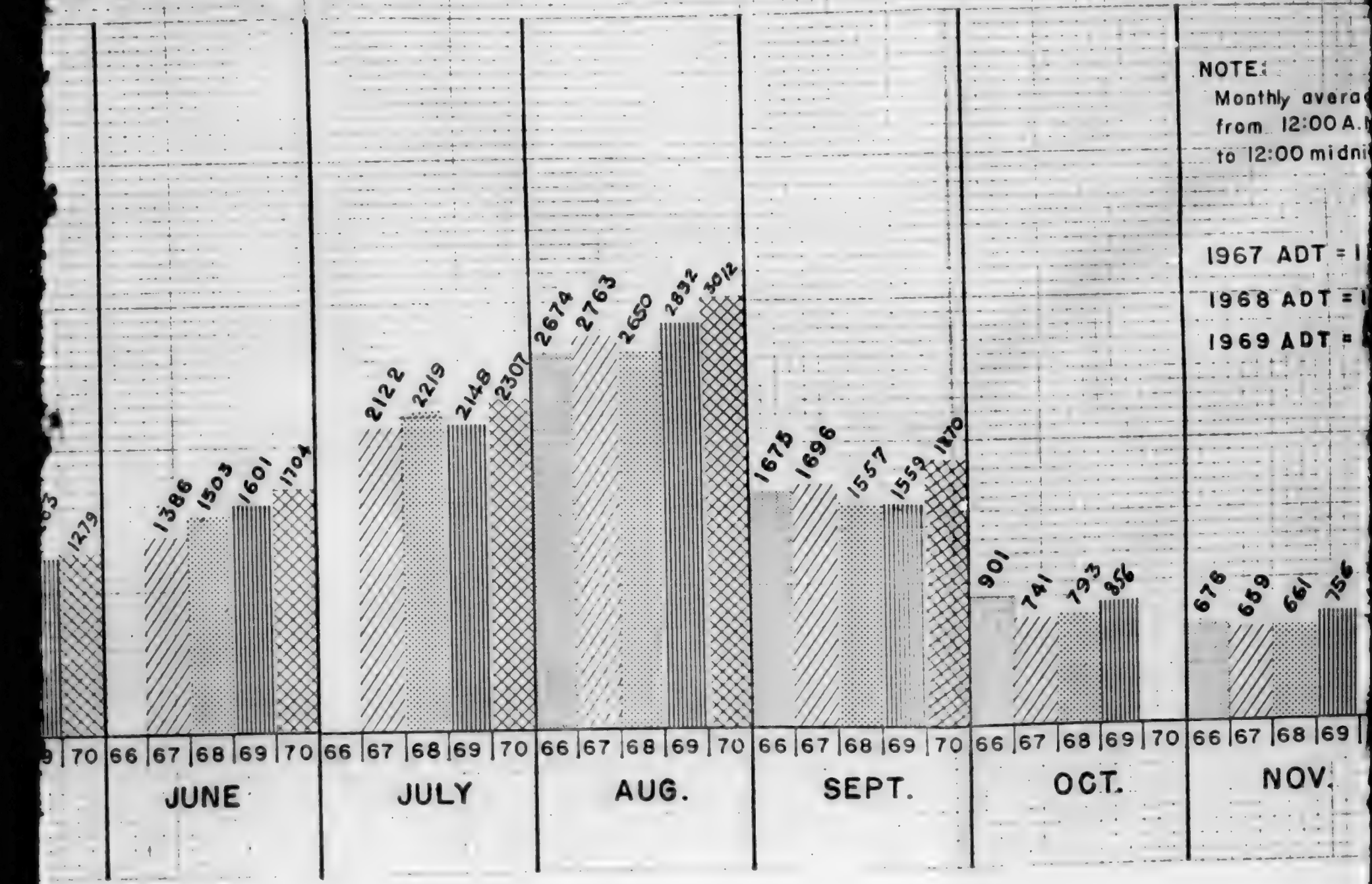
A TOLL BRIDGE TRAFFIC COUNTS

NOT INCLUDE NON-REVENUE VEHICLES)

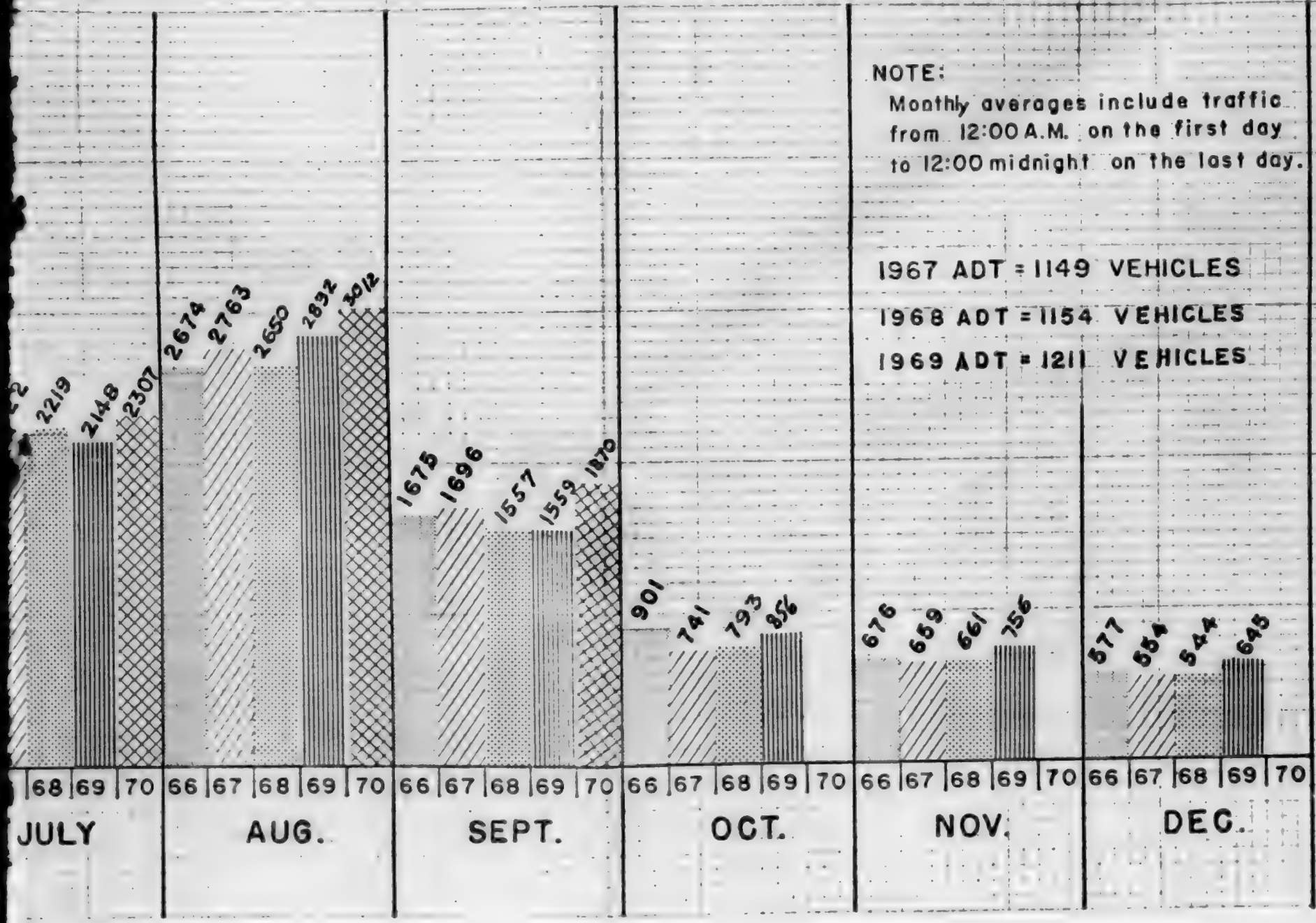


NOTE:
Monthly avera
from 12:00 A.
to 12:00 midni

1967 ADT = 1
1968 ADT = 1
1969 ADT =

RAFFIC COUNTS

VENUE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

ACCUMULATIVE TOTAL FOR 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month August
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								258,276
1							2,874	261,150
2	3,051							264,201
3		2,251						266,452
4			2,363					268,815
5				2,538				271,353
6					2,543			273,896
7						3,110		277,006
8							3,088	280,094
9	3,536							283,630
10		2,782						286,412
11			2,801					289,213
12				2,774				291,987
13					2,887			294,874
14						3,377		298,251
15							3,617	301,868
16	4,018							305,886
17		3,043						308,929
18			3,005					311,934
19				3,092				315,026
20					2,970			317,996
21						3,558		321,554
22				NOTED A. E. JOHNSON			3,645	325,199
23	3,995							329,194
24		2,727						331,921
25			2,615					334,536
26				2,740				337,276
27					2,636			339,912
28						3,072		342,984
29							3,061	346,045
30	3,314							349,359
31		2,277						351,636
AV.								

93,360 / 31 = 3,012 ADT

Total for Month 93,360

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month August
Year 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

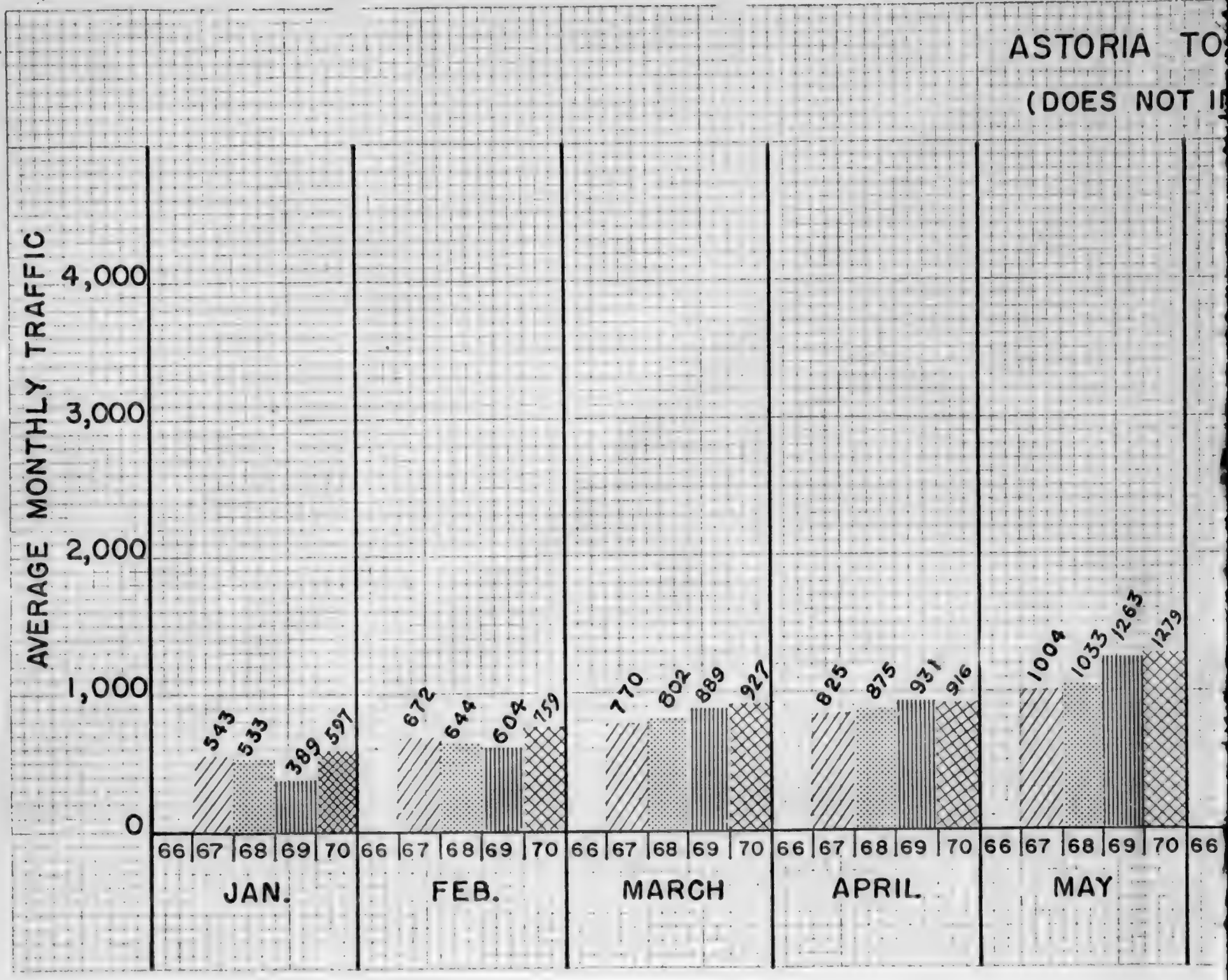
Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,751,758
1							2,874	1,754,632
2	3,051							1,757,683
3		2,251						1,759,934
4			2,363					1,762,297
5				2,538				1,764,835
6					2,543			1,767,378
7						3,110		1,770,488
8							3,088	1,773,576
9	3,536							1,777,112
10		2,782						1,779,894
11			2,801					1,782,695
12				2,774				1,785,469
13					2,887			1,788,356
14						3,377		1,791,733
15							3,617	1,795,350
16	4,018							1,799,368
17		3,043						1,802,411
18			3,005					1,805,416
19				3,092				1,808,508
20					2,970			1,811,478
21						3,558		1,815,036
22							3,645	1,818,681
23	3,995							1,822,676
24		2,727						1,825,403
25			2,615					1,828,018
26				2,740				1,830,758
27					2,636			1,833,394
28						3,072		1,836,466
29							3,061	1,839,527
30	3,314							1,842,841
31		2,277						1,845,118

Total for Month 93,360

93,360 / 31 = 3,012 ADT

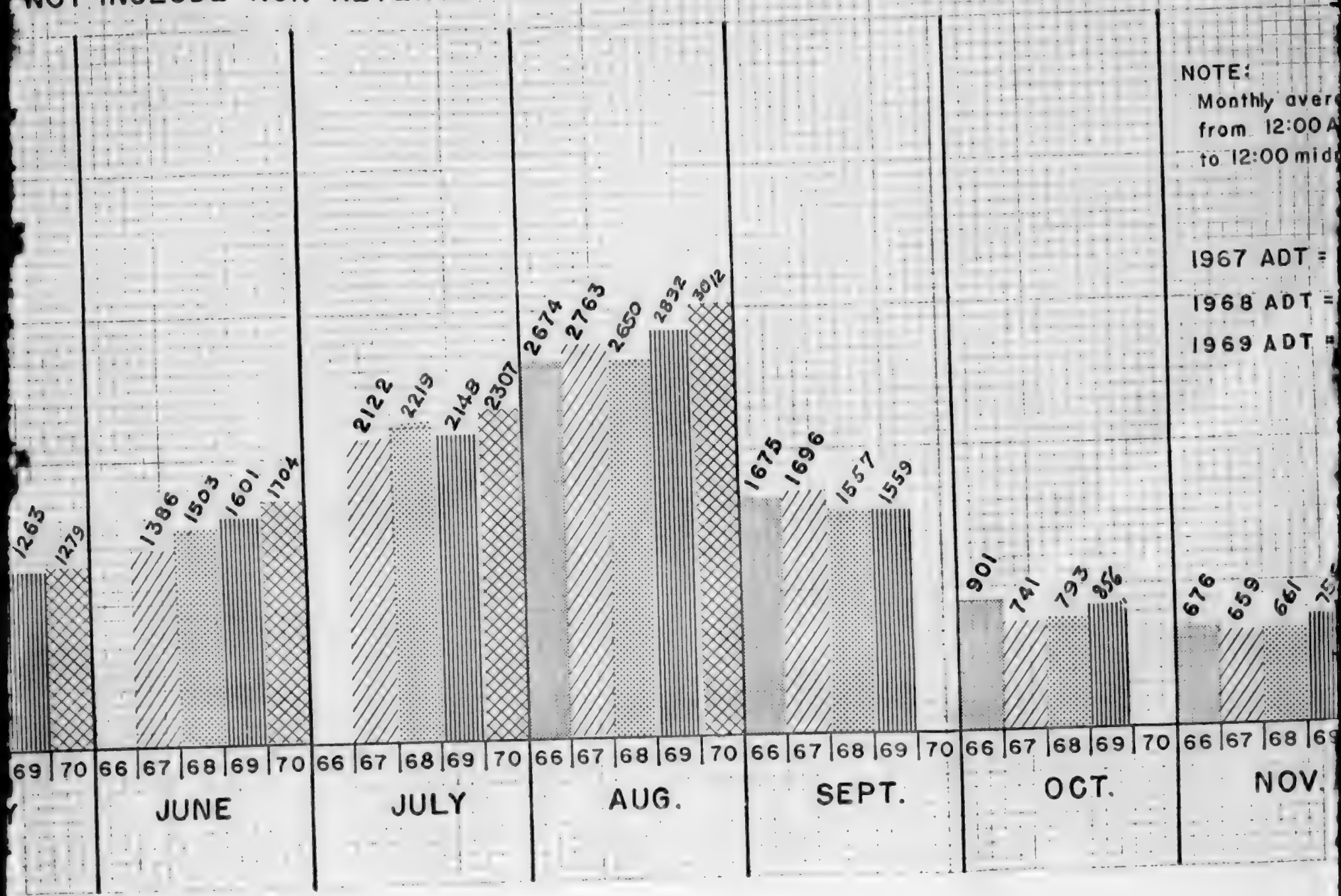
ASTORIA TO

(DOES NOT I



A TOLL BRIDGE TRAFFIC COUNTS

NOT INCLUDE NON-REVENUE VEHICLES)



NOTE:
Monthly aver
from 12:00 A
to 12:00 mid

1967 ADT =

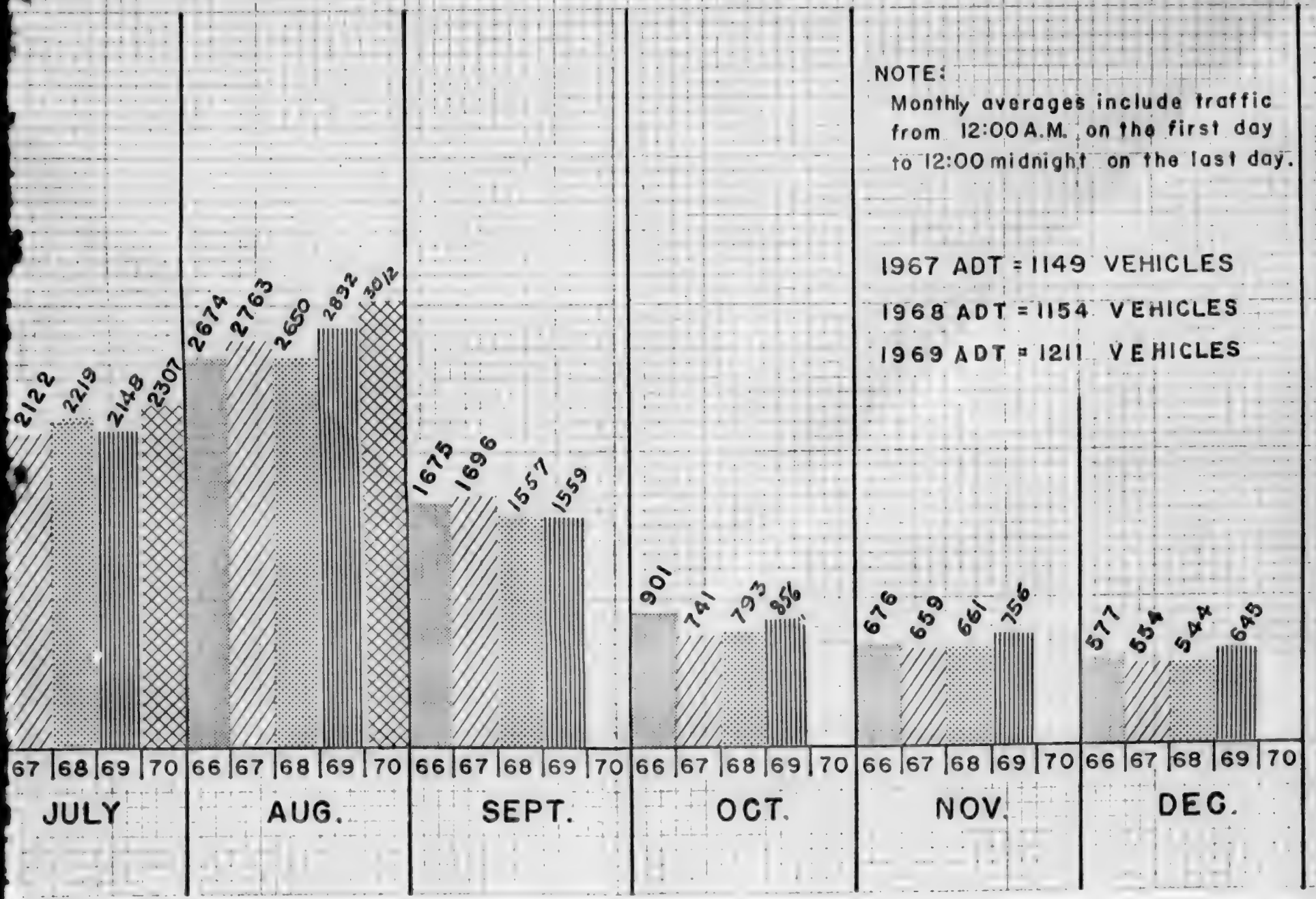
1968 ADT =

1969 ADT =

1704

TRAFFIC COUNTS

(REVENUE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

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SEP 1 1970
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F-11-1
6264

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1970

SUBJECT:

To: Mr. A.E. Johnson
Assistant State Highway Engineer

Astoria Bridge
Deck Truss

B U I L D I N G

Attached, for your information, is a report by District Engineer, Eldon Everton, outlining the discovery and repair to a recently discovered broken vertical member on the Astoria Bridge deck truss.

I give this to you as an outline of the procedures followed in the event of damage to a bridge structure.

We are constantly plagued with overheight or over-width loads striking thru trusses. The procedure followed is as follows:

1. Reported to Maintenance Engineer
2. I will advise you of any closures, etc.
3. Correction design work done by Bridge Section
4. Equipment Shops fabricate necessary members
5. Gib Anderson coordinates field and shop crews as well as Bridge Section design effort.

Robert N. Bothman
Maintenance Engineer

RNB:ds
Attachment

NOTED
A. E. JOHNSON

RECEIVED
AUG 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

Astoria, Oregon
18 August 1970

Mr. R. D. Asburry
Regional Engineer
Region 2

S A L E M

Astoria Bridge
Deck Trusses
Clatsop County

On the afternoon of 22 July 1970 I received a call from Mr. Wimer, Assistant Regional Engineer, informing me that, during the process of bridge painting on the Astoria Bridge, a broken vertical member was discovered in the deck truss span. I made arrangements with Mr. Chuck Elroy to accompany me on an inspection of the broken member to be conducted the following day.

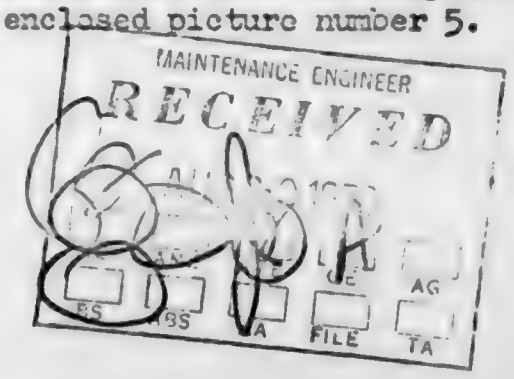
On the morning of 23 July Mr. Elroy and I checked out the broken member in question. It was found to be the U5L5 member in span 166 on the east side of the structure. This is a non-stress member so the emergency was greatly reduced. Other members in this span were checked and found to be in good condition. It was noted that on the broken member the gusset plate, filler plate and vertical hanger U5L5 were all joined together by a weld in addition to the rivets. This should not have been the case and a further check showed this particular joint to be the only one so welded.

A conference phone call was made to Mr. Wimer and Mr. Ivan Merchant and the broken member was discussed. Mr. Merchant had been told that the U6L6 member was broken and was relieved to learn it was the U5L5. He said they would get plans out immediately showing the necessary repairs.

Calls were made to Shops to get them to compile the necessary material to make the repairs.

The Bridge Crew started getting equipment and materials necessary for repair work together on Friday, 24 July 1970. A working platform was built and additional materials were picked up at Salem on Monday 27 July.The Bridge Crew made the necessary repairs to the broken hanger during the period 27-31.July.

When the weld material had been removed from between the top of the gusset and hanger member it was discovered that the hanger member had been butt welded at the approximate line of break and there was one area that was completely void of any welding material. This is shown in the enclosed picture number 5. I feel that this is where the crack began.



The Snooper Crane was obtained from Portland and during the period of 4-7 August all joints at the top of the deck truss in spans 164, 165, 166 and 171 were inspected. The bottom joints of the same spans were inspected on 9 August 1970. All members and joints were found to be satisfactory at this time. The inspection was performed by Mr. Karnosh, my Bridge Foreman; I personally made some spot inspections during the course of this inspection.

I have talked with Mr. Chuck Elroy and requested that he have his paint inspectors keep a close watch on all the members as they are inspecting the painting job now in progress on the steel of the above-noted spans.

The cost for the hanger repair (not including the costs from Bridge Design and Shops for labor and all the materials) was $1,456.00. The cost for inspection, not including the rental of the Snooper Crane and wages of its operator, was $1,000.00.

Several additional pictures were taken of the Bridge as well as those showing the break in hanger U5L5 and are enclosed herein. One shows the deck cracks from underneath just south of Pier 168 in Span 168. Other pictures show the heavy amount of dirt movement that takes place around the Piers. This is Pier 168 looking on the downstream side. The difference in the color of the water is quite evident.

A picture showing the completed repairs to hanger U5L5 will be forwarded to you as soon as it reaches this office.

Eldon L. Everton
DISTRICT ENGINEER

ELE/ml

Enc

cc: Ivan Merchant w/ enc.
G. D. Anderson w/ enc.

RECEIVED
OCT 12 1970

ACCUMULATIVE TOTAL FOR 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month July
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								186,770
1				1,606				188,376
2					2,030			190,406
3						2,669		193,075
4							2,675	195,750
5	2,866							198,616
6		2,113						200,729
7			2,007					202,736
8				2,095				204,831
9					2,120			206,951
10						2,373		209,324
11							2,654	211,978
12	2,733							214,711
13		1,904						216,615
14			2,032					218,647
15				2,237				220,884
16					2,096			222,980
17						2,359		225,339
18							2,697	228,036
19	2,973							231,009
20		2,175						233,184
21			2,167					235,351
22				2,193				237,544
23					2,031			239,575
24						2,513		242,088
25							2,642	244,730
26	2,719							247,449
27		2,048						249,497
28			1,973					251,470
29				2,067				253,537
30					2,196			255,733
31						2,543		258,276
AV.								

NOTED
A. E. JOHNSON

71,506 / 31 = 2,307 ADT

Total for Month 71,506

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month July
Year 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

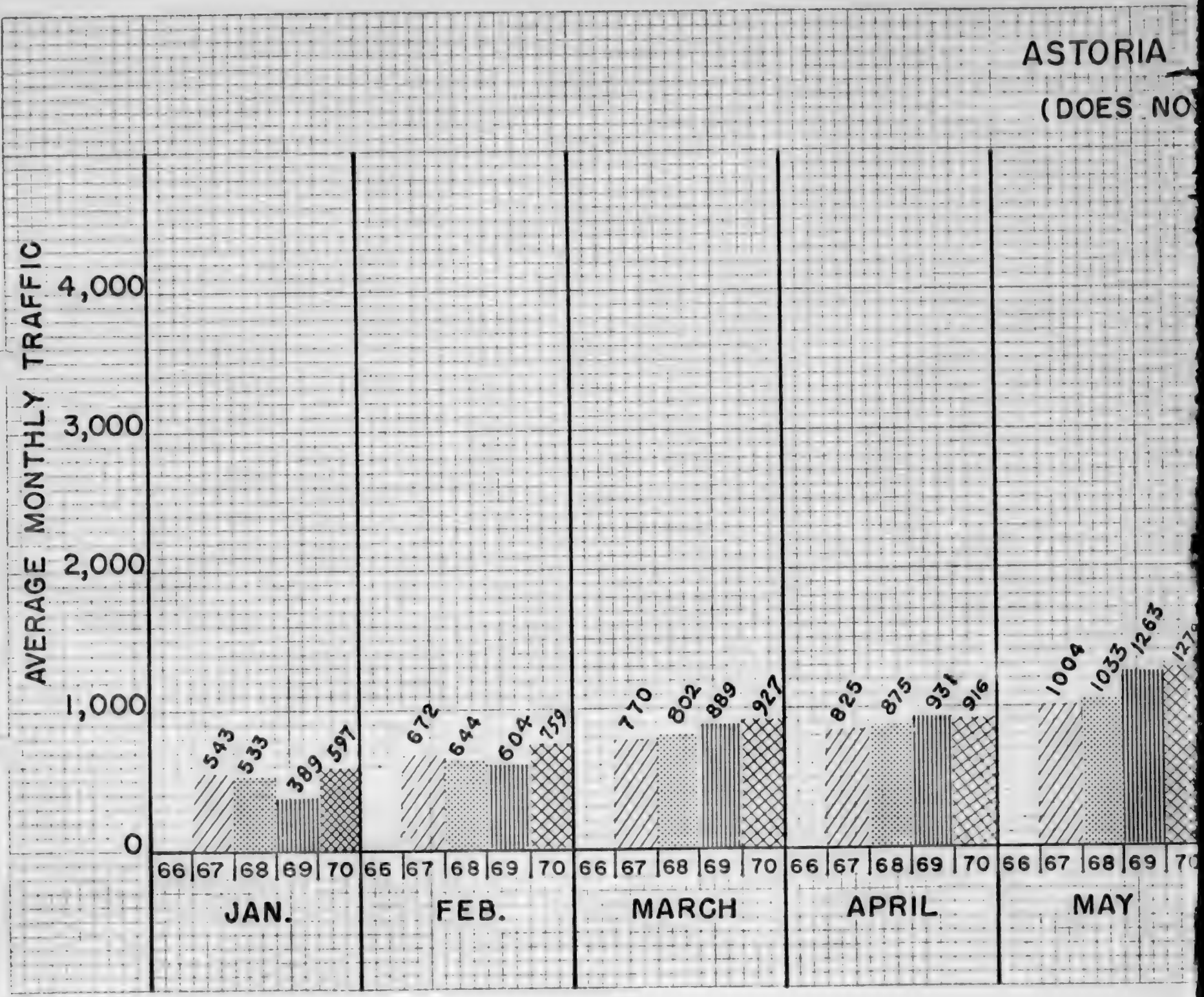
Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,677,036
1				1,606				1,678,642
2					2,030			1,680,672
3						2,669		1,683,341
4							2,675	1,686,016
5	2,866							1,688,882
6		2,113						1,690,995
7			2,007					1,693,002
8				2,095				1,695,097
9					2,120			1,697,217
10						2,373		1,699,590
11							2,654	1,702,244
12	2,733							1,704,977
13		1,904						1,706,881
14			2,032					1,708,913
15				2,237				1,711,150
16					2,096			1,713,246
17						2,359		1,715,605
18							2,697	1,718,302
19	2,973							1,721,275
20		2,175						1,723,450
21			2,167					1,725,617
22				2,193				1,727,810
23					2,031			1,729,841
24						2,513		1,732,354
25							2,642	1,734,996
26	2,719							1,737,715
27		2,048						1,739,763
28			1,973					1,741,736
29				2,067				1,743,803
30					2,196			1,745,999
31						2,543		1,748,542

Total for Month 71,506

71,506 / 31 = 2,307 ADT

ASTORIA

(DOES NO



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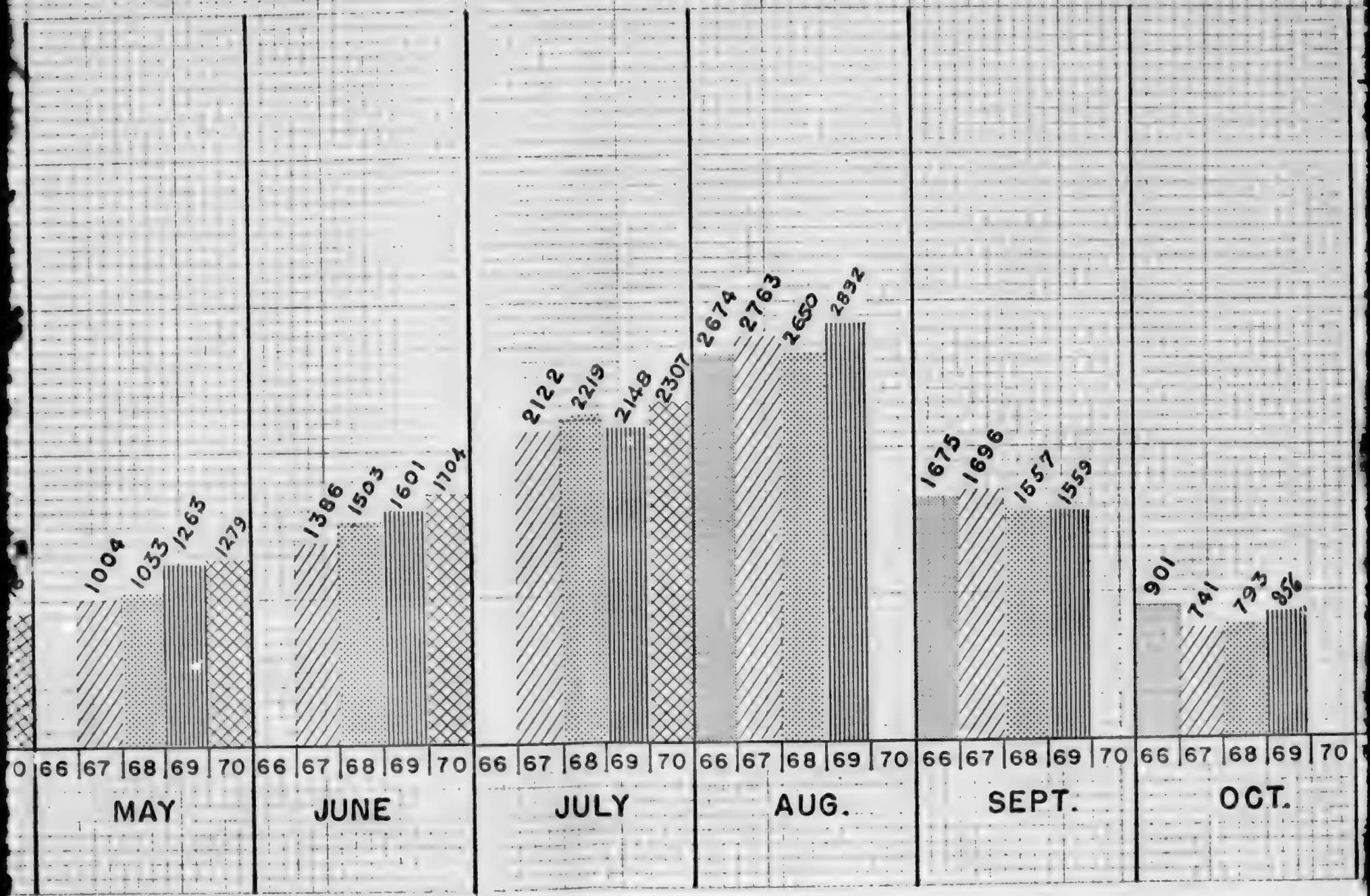
NO. C318) 10 X 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)



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CLEARPRINT PAPER CO. NO. 1219 - 10 DIVISION
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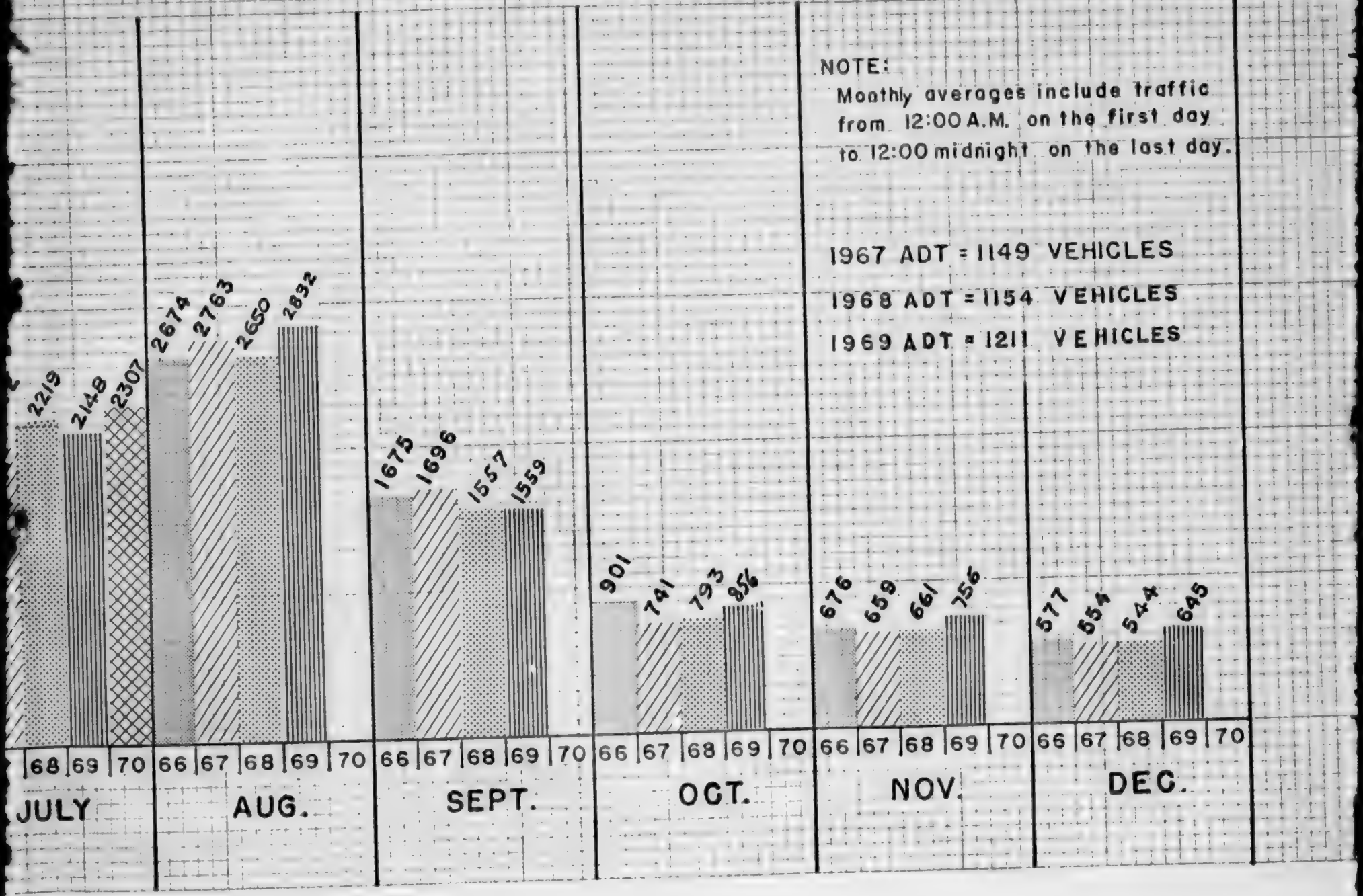
MAYS 70 X 100 DIVISIONS

AFFIC COUNTS

ENUE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

CLEARPRINT PAPER CO NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 20 X 100 DIVISIONS
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FORM E-90-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 1, 1970

To: Mr. R. N. Bothman
Maintenance Engineer

SUBJECT: Astoria Toll Bridge Operation

Your explanation of the toll operation at the Astoria Bridge is not acceptable. A day-to-day inspection of the reports indicates that on days of heavy traffic some operators have an extremely high percentage of error. Others have practically none. This, in itself, indicates that the trouble is not a standard error, but rather is carelessness on the part of the operators.

Will you please look into this further, rather than giving it the standard whitewash brush-off.

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc R. L. Porter
A. E. Johnson (enc.)
Victor D. Wolfe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1970

To:

MEMO TO FILE

SUBJECT:

Astoria Toll Bridge
Operation

I requested Mr. Boyd to investigate the percentage of error at the Astoria Bridge toll operation. The error has increased due to the substantial increase in volume.

I have been advised that the maximum error during the month of June through the 23rd was 1.42% with the percentage of error generally occurring below 1%. A typographical error did occur on the 18th of June and has been corrected. This involved a transition of figures.

This low percentage of error is well within the operational allowance found to be experienced in toll operations.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Asst. Maintenance Engineer

RNB:mp
cc: Tom Edwards

3

RECEIVED
JUN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1970

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month June
Year 1970

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
								1,629,119
1		1,174						1,630,293
2			1,009					1,631,302
3				1,212				1,632,514
4					1,174			1,633,688
5						1,571		1,635,259
6							1,808	1,637,067
7	2,016							1,639,083
8		1,269						1,640,352
9			1,230					1,641,582
10				1,285				1,642,867
11					1,264			1,644,131
12						1,609		1,645,740
13							1,709	1,647,449
14	1,994							1,649,443
15		1,485						1,650,928
16			1,451					1,652,379
17				1,603				1,653,982
18					1,742			1,655,724
19						2,426		1,658,150
20							2,688	1,660,838
21	3,417							1,664,255
22		1,880						1,666,135
23			1,728					1,667,863
24				1,585				1,669,448
25					1,525			1,670,973
26						1,793		1,672,766
27							2,040	1,674,806
28	2,230							1,677,036
29		1,629						
30			1,587					
31								

NOTED
A. E. JOHNSON

Total for Month 51,133

51,133 / 30 = 1,704 ADT

ACCUMULATIVE TOTAL FOR 1970

Month June
Year 1970

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

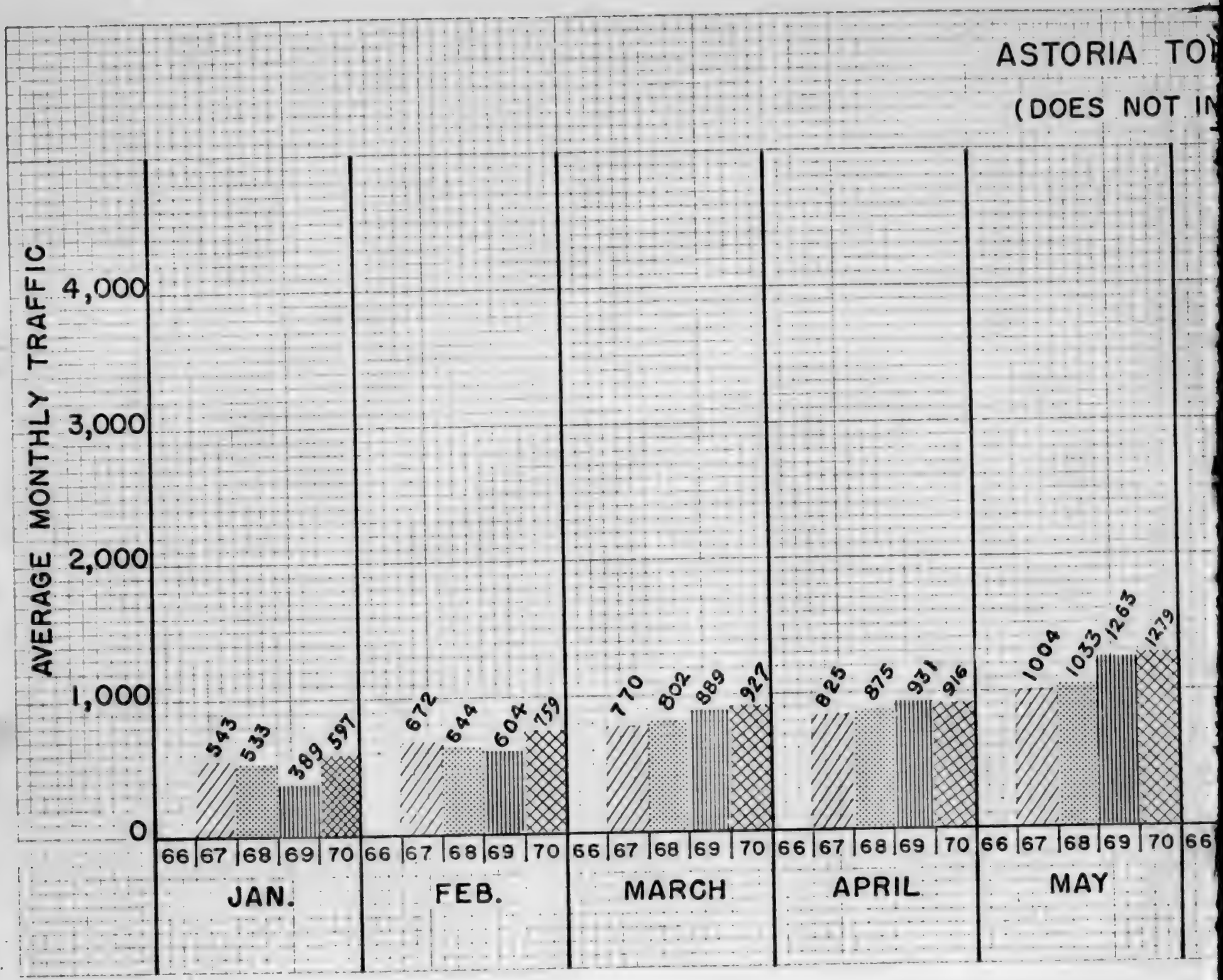
Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								135,637
2		1,174						136,811
3			1,009					137,820
4				1,212				139,032
5					1,174			140,206
6						1,571		141,777
7	2,016						1,808	143,585
8		1,269						145,601
9			1,230					146,870
10				1,285				148,100
11					1,264			149,385
12						1,609		150,649
13							1,709	152,258
14	1,994							153,967
15		1,485						155,961
16			1,451					157,446
17				1,603				158,897
18					1,742			160,500
19						2,426		162,242
20							2,688	164,668
21	3,417							167,356
22		1,880						170,773
23			1,728					172,653
24				1,585				174,381
25					1,525			175,966
26						1,793		177,491
27							2,040	179,284
28	2,230							181,324
29		1,629						183,554
30			1,587					185,183
31								186,770

51,133 / 30 = 1,704 ADT

Total for Month 51,133

ASTORIA TO

(DOES NOT IN



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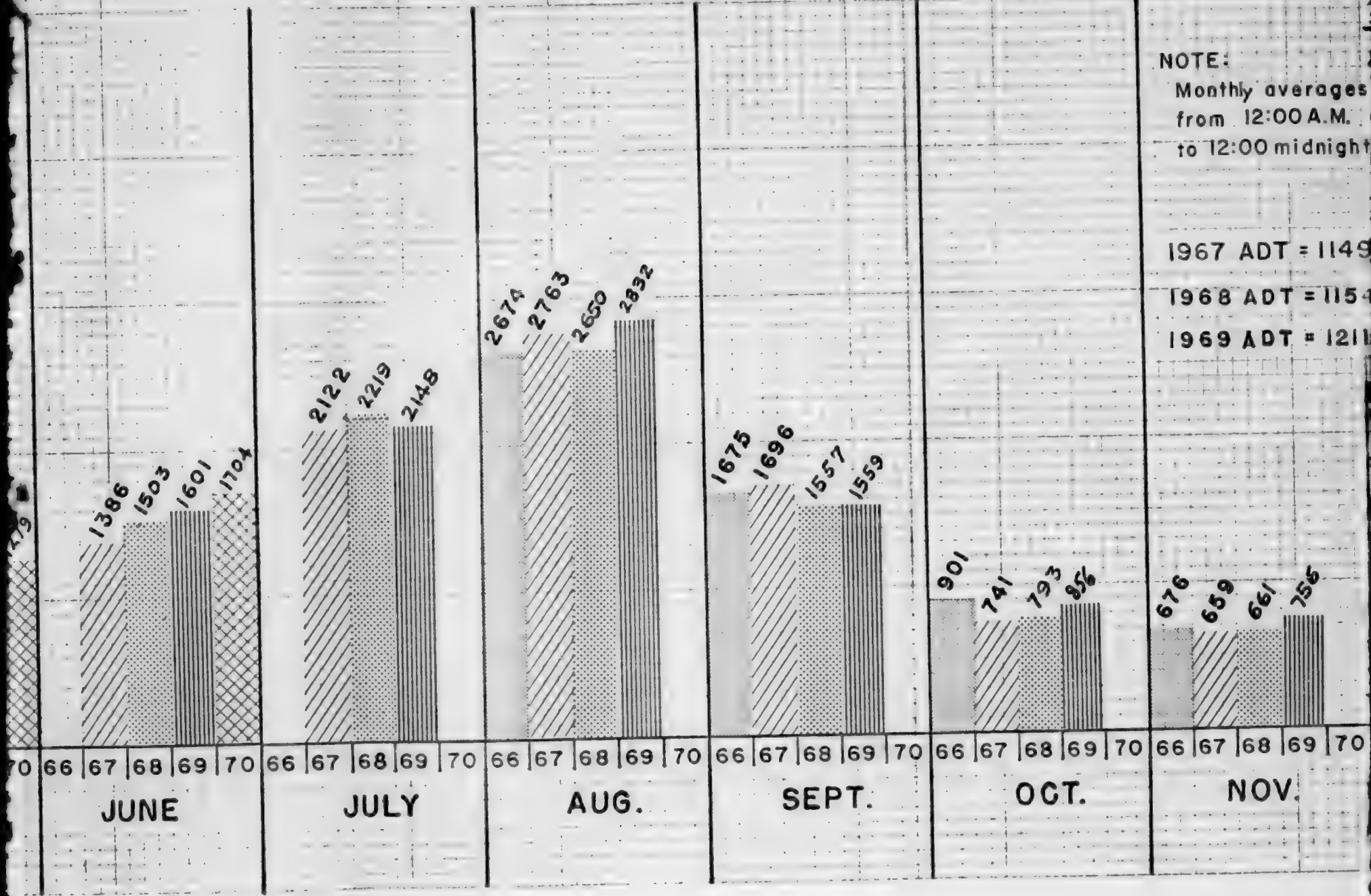
TOLL BRIDGE TRAFFIC COUNTS

T INCLUDE NON-REVENUE VEHICLES)



NOTE:
Monthly averages
from 12:00 A.M.
to 12:00 midnight

1967 ADT = 1149

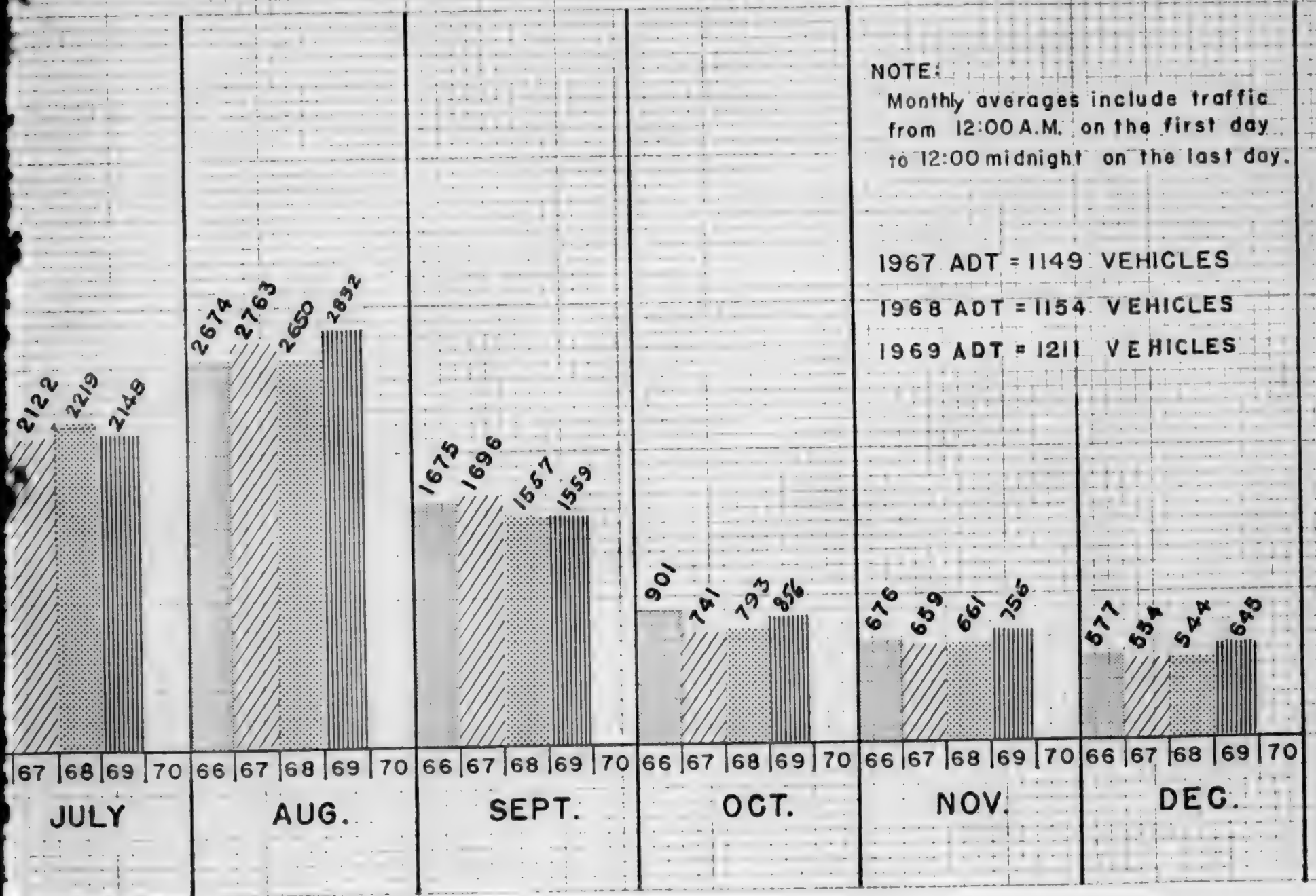
1968 ADT = 1154

1969 ADT = 1211

1704

TRAFFIC COUNTS

EVENUE VEHICLES)



NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES

1969 ADT = 1211 VEHICLES

1-20-70

Jim CLIFTON
1225 Hawthorne St.
Reedsport

a traffic problem, why close the state to vehicular use? This is our problem with Cannon Beach and the entire coast.

Help us fight this problem.
Jim Lux
P.O. Box 614
Reedsport, Oregon

owners in Oregon to l
tain and build new pa
We can't get into
now. Why not let th
state people who fill t
pay the tab?
Lyle Thomas,
1461 46th Ave., NW

Ed Hunter

#1

Daily Astorian----------1-20

Bridge Ticket Procedure Protested

We people of Long Beach, Wash., are very grateful for your wonderful bridge across the Columbia. We would like also to complain a little to all of your organizations that would like to take this matter up with the proper authorities.

We of course travel across your bridge every three or four days to do business with your Astoria merchants and of course buy tickets, which sell for -13.50 for 10 tickets, a saving of 15 cents per ticket. This ticket allows you to drive your car or pickup one way across the bridge. If you tow a two-wheel trailer behind your car or pickup, that's 50 cents extra but they will not allow you to tow your trailer behind your car or pickup and pay the 50 cents and give them one of your tickets that plainly says on the ticket good for car or pickup. You must take back your ticket and pay $1.50 plus the 50 cents in cash. Why do they sell you a book of tickets then when you pull up to the paying booth with your trailer and say the ticket is worthless? You keep your ticket, we cannot accept it but you must give us $3. The writer took this matter up with your local bridge authorities and they could not or would not answer the question. They did say it was a good question.

If they are going to sell tickets, then way shouldn't they sell trailer tickets also?

The writer is sure you merchants welcome our business. We do feel we have taken this matter as far as we think we should go without causing any ill feelings. We now are calling on you folks over at Astoria to help us in this matter.

W. R. PUTNAM and
EVA PUTNAM,
Long Beach, Wash.

The State Highway Dept. says the reason they don't sell car-trailer tickets at a discount is that it would create a bookkeeping problem. They say the number of car-trailer or pickup-trailer combinations that use the bridge regularly (several times a week, for example) is quite small. They add that most persons who operate car-trailer rigs would use such discount tickets so seldom that it would be a problem for the state in bookkeeping.—Ed.

TABLE 1-A

PROJECTED TRAFFIC REVENUES, AND DEBT SERVICE REQUIREMEN
ASTORIA TOLL BRIDGE 1966-1992
Based on Toll Schedule with Commutation Fares

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
Prior to Opening	--	--	$ --	$ --	$ --	$ 24,000,000	$ 2,908,900	$ 800,000
1966 2/	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	--
1967	1149	419,400	677,000	68,000	609,000	23,200,000	721,800	800,000
1968	1154	421,200	683,600	49,700	633,900	22,400,000	689,800	800,000
1969	1211	442,000	705,800	178,700	527,100	21,600,000	657,800	800,000
1970	1259	459,500	735,300	65,000	670,300	20,800,000	625,800	800,000
1971	1310	478,200	765,000	68,000	697,000	20,000,000	593,800	800,000
1972	1362	497,100	795,400	195,900	599,500	19,200,000	564,800	800,000
1973	1417	517,200	827,500	74,000	753,500	18,400,000	540,300	800,000
1974	1473	537,600	860,200	78,000	782,200	17,600,000	517,600	800,000
1975	1532	559,200	894,700	208,200	686,500	16,800,000	495,000	800,000
1976	1594	581,800	929,300	86,000	843,300	16,000,000	472,200	800,000
1977	1657	604,800	967,700	90,000	877,700	15,200,000	448,800	800,000
1978	1724	629,300	1,006,800	221,500	785,300	14,400,000	424,800	800,000
1979	1793	654,400	1,047,100	98,000	949,100	13,600,000	400,700	800,000
1980	1864	680,400	1,088,600	103,000	985,600	12,800,000	376,300	800,000
1981	1939	707,700	1,132,400	236,800	895,600	12,000,000	351,600	800,000
1982	2016	735,800	1,177,300	113,000	1,064,300	11,200,000	326,800	800,000
19	2097	765,400	1,224,600	118,000	1,106,600	10,400,000	301,800	800,000
1984	2181	796,100	1,273,700	253,000	1,020,700	9,600,000	276,600	800,000
1985	2268	827,800	1,324,500	129,000	1,195,500	8,800,000	251,200	944,300
1986	2359	861,000	1,377,700	135,000	1,242,700	7,855,700	227,500	1,015,200
1987	2453	895,300	1,432,600	272,300	1,160,300	6,840,500	194,400	965,900
1988	2551	931,100	1,489,800	147,000	1,342,800	5,874,600	162,600	1,180,200
1989	2653	968,300	1,549,400	154,000	1,395,400	4,694,400	123,000	1,272,400

Exposition Commission
1-23-70

1/20/70 Files

TABLE 1-A

C REVENUES, AND DEBT SERVICE REQUIREMENTS

STORIA TOLL BRIDGE 1966-1992

n Toll Schedule with Commutation Fares

es	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
	$ 24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 1/	$ 2,039,500	$ --
500	23,200,000	174,400	--	174,400	(4,100)	(4,100)	--
000	23,200,000	721,800	800,000	1,521,800	912,800	712,800	200,000
900	22,400,000	689,800	800,000	1,489,800	855,908	655,900	200,000
100	21,600,000	657,800	800,000	1,457,800	930,700	730,700	200,000
300	20,800,000	625,800	800,000	1,425,800	755,500	555,500	200,000
000	20,000,000	593,800	800,000	1,393,800	696,800	496,800	200,000
500	19,200,000	564,800	800,000	1,364,800	765,300	565,300	200,000
500	18,400,000	540,300	800,000	1,340,300	586,800	392,100	194,700
200	17,600,000	517,600	800,000	1,317,600	535,400	361,200	174,200
500	16,800,000	495,000	800,000	1,295,000	608,500	408,500	200,000
300	16,000,000	472,200	800,000	1,272,200	428,900	297,300	131,600
700	15,200,000	448,800	800,000	1,248,800	371,100	262,700	108,400
300	14,400,000	424,800	800,000	1,224,800	439,500	303,700	135,800
100	13,600,000	400,700	800,000	1,200,700	251,600	191,000	60,600
600	12,800,000	376,300	800,000	1,176,300	190,700	154,400	36,300
600	12,000,000	351,600	800,000	1,151,600	256,000	193,600	62,400
300	11,200,000	326,800	800,000	1,126,800	62,500	62,500	--
600	10,400,000	301,800	800,000	1,101,800	(4,800)	(4,800)	--
700	9,600,000	276,600	800,000	1,076,600	55,900	55,900	--
500	8,800,000	251,200	944,300	1,195,500	--	--	--
700	7,855,700	227,500	1,015,200	1,242,700	--	--	--
300	6,840,500	194,400	965,900	1,160,300	--	--	--
800	5,874,600	162,600	1,180,200	1,342,800	--	--	--
400	4,694,400	123,000	1,272,400	1,395,400	--	--	--

TABLE 1-A (Con't.)

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
1990	2760	1,007,400	1,611,800	293,600	1,318,200	3,422,000	80,000	1,238,200
1991	2870	1,047,600	1,676,100	168,000	1,508,100	2,183,800	45,400	1,462,700
1992 3/	2985	508,300	813,300	81,600	731,700	721,100	10,600	721,100
TOTAL			$28,398,700	$3,838,300	$24,560,400		$12,964,300	$24,000,000

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the bridge we by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by Oreg

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in June, 1992.

TABLE 1-A (Con't.)

1/20/70

ues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
, 200	3, 422, 000	80, 000	1, 238, 200	1, 318, 200	--	--	--
, 100	2, 183, 800	45, 400	1, 462, 700	1, 508, 100	--	--	--
, 700	721, 100	10, 600	721, 100	731, 700	--	--	--
, 400		$ 12, 964, 300	$24, 000, 000	$36, 964, 300	$10, 734, 500	$8, 430, 500	$2, 304, 000

bridge bonds prior to the opening of the bridge were offset
net subsidy of $2, 039, 500 were required by Oregon.

bonds will be accomplished in June, 1992.

TABLE 1-B

BOND FINANCING SUBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON
ASTORIA TOLL BRIDGE
1966-1992

Year	Subsidy Required to Meet the Annual Bond Financing Costs: Basic Oregon Portion	Shared Portion: Oregon	Shared Portion: Washington	Shared Portion: Total	Total Subsidy 1/: Oregon	Total Subsidy 1/: Washington	Total Subsidy 1/: Total
Prior to Opening	$2,039,500	$ --	$ --	$ --	$ 2,039,500	$ --	$2,039,500
1966	(4,100)	--	--	--	(4,100)	--	(4,100)
1967	100,000	612,800	200,000	812,800	712,800	200,000	912,800
1968	100,000	555,900	200,000	755,900	655,900	200,000	855,900
1969	100,000	630,700	200,000	830,700	730,700	200,000	930,700
1970	100,000	455,500	200,000	655,500	555,500	200,000	755,500
1971	100,000	396,800	200,000	596,800	496,800	200,000	696,800
1972	100,000	465,300	200,000	665,300	565,300	200,000	765,300
1973	100,000	292,100	194,700	486,800	392,100	194,700	586,800
1974	100,000	261,200	174,200	435,400	361,200	174,200	535,400
1975	100,000	308,500	200,000	508,500	408,500	200,000	608,500
1976	100,000	197,300	131,600	328,900	297,300	131,600	428,900
1977	100,000	162,700	108,400	271,100	262,700	108,400	371,100
1978	100,000	203,700	135,800	339,900	303,700	135,800	439,900
1979	100,000	91,000	60,600	151,600	191,000	60,600	251,600
1980	100,000	54,400	36,300	90,700	154,400	36,300	190,700
1981	100,000	93,600	62,400	156,000	193,600	62,400	256,000
1982	62,500	--	--	--	62,500	--	62,500
1983	(4,800)	--	--	--	(4,800)	--	(4,800)
1984	55,900	--	--	--	55,900	--	55,900
1985	--	--	--	--	--	--	--
1986	--	--	--	--	--	--	--
1987	--	--	--	--	--	--	--
1988	--	--	--	--	--	--	--
1989	--	--	--	--	--	--	--
1990	--	--	--	--	--	--	--
1991	--	--	--	--	--	--	--
1992 2/	--	--	--	--	--	--	--
TOTAL	$3,649,000	$4,781,500	$2,304,000	$7,085,500	$ 8,430,500	$2,304,000	$10,734,500

TABLE 1-B

SIDY PLUS MAINTENANCE TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE
1966-1992

1/20/70

Financing Costs

Total Subsidy 1/			Maintenance Expense		Total Contribution	
Oregon	Washington	Total	Oregon	Washington	Oregon	Washington
$ 2,039,500	$ --	$2,039,500	$ --	$ --	$ 2,039,500	$ --
(4,100)	--	(4,100)	6,412	6,412	2,312	6,412
712,800	200,000	912,800	16,000	16,000	728,800	216,000
655,900	200,000	855,900	4,570	4,570	660,470	204,570
730,700	200,000	930,700	4,830	4,830	735,530	204,830
555,500	200,000	755,500	133,000	133,000	688,500	333,000
496,800	200,000	696,800	121,000	121,000	617,800	321,000
565,300	200,000	765,300	180,000	180,000	745,300	380,000
392,100	194,700	586,800	180,000	180,000	572,100	374,700
361,200	174,200	535,400	137,900	137,900	499,100	312,100
408,500	200,000	608,500	125,400	125,400	533,900	325,400
297,300	131,600	428,900	186,800	186,800	484,100	318,400
262,700	108,400	371,100	186,800	186,800	449,500	295,200
303,700	135,800	439,900	143,000	143,000	446,700	278,800
191,000	60,600	251,600	130,000	130,000	321,000	190,600
154,400	36,300	190,700	193,900	193,900	348,300	230,200
193,600	62,400	256,000	193,900	193,900	387,500	256,300
62,500	--	62,500	148,300	148,300	210,800	148,300
(4,800)	--	(4,800)	134,800	134,800	130,000	134,800
55,900	--	55,900	201,200	201,200	257,100	201,200
--	--	--	201,200	201,200	201,200	201,200
--	--	--	153,800	153,800	153,800	153,800
--	--	--	139,900	139,900	139,900	139,900
--	--	--	208,800	208,800	208,800	208,800
--	--	--	208,800	208,800	208,800	208,800
--	--	--	159,600	159,600	519,600	159,600
--	--	--	145,000	145,000	145,000	145,000
--	--	--	101,100	101,100	101,100	101,100
$ 8,430,500	$2,304,000	$10,734,500	$3,746,012	$3,746,012	$12,176,512	$6,050,012

Footnotes to TABLE 1-B

1/ Subsidy equals annual debt requirement minus net revenues.

2/ Debt retirement is estimated in June, 1992.

1/20/70

Footnotes to TABLE 1-B

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rement minus net revenues.

June, 1992.

TABLE 1-C

PROJECTED TRAFFIC AND REVENUES SUBSEQUENT TO E
AVAILABLE FOR REIMBURSING THE ST
ASTORIA TOLL BRIDGE 1992-2000

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Maint. Expenses	Net Re Availa Repay Bond S
1992 2/	2985	581,200	929,900	93,400	836,500	231,400	605,
1993	3104	1,333,000	1,812,700	315,900	1,496,800	433,600	1,063,
1994	3228	1,178,200	1,885,100	189,000	1,696,100	331,200	1,364,
1995	3357	1,225,300	1,960,500	196,000	1,764,500	300,900	1,463,
1996	3492	1,274,600	2,039,400	339,200	1,700,200	450,100	1,250,
1997	3631	1,325,300	2,120,500	212,000	1,908,500	450,100	1,458
1998	3776	1,378,200	2,205,100	220,000	1,985,100	343,600	1,641,
1999	3928	1,433,700	2,293,900	364,600	1,929,300	312,100	1,617,
2000 3/	4085	239,600	383,400	38,000	345,400	74,900	270,
TOTAL			$15,630,500	$1,968,100	$13,662,400	$2,927,900	$10,734,

1/ Net revenues for each year are divided between the states according to the ratio of total bond subsidy paid by

2/ Beginning in June, 1992.

3/ With the traffic and revenues assumed in this schedule, the reimbursement will be complete in February, 20

1/20/70

TABLE 1-C

ED TRAFFIC AND REVENUES SUBSEQUENT TO BOND RETIREMENT
AVAILABLE FOR REIMBURSING THE STATES
ASTORIA TOLL BRIDGE 1992-2000

rating penses	Net Revenues	Maint. Expenses	Net Revenues Available for Repayment of Bond Subsidy	Reimbursement to the States 1/ Oregon	Washington
23, 400	836, 500	231, 400	605, 100	475, 200	129, 900
15, 900	1, 496, 800	433, 600	1, 063, 200	835, 000	228, 200
89, 000	1, 696, 100	331, 200	1, 364, 900	1, 072, 000	292, 900
96, 000	1, 764, 500	300, 900	1, 463, 600	1, 149, 500	314, 100
39, 200	1, 700, 200	450, 100	1, 250, 100	981, 800	268, 300
12, 000	1, 908, 500	450, 100	1, 458, 400	1, 145, 400	313, 000
20, 000	1, 985, 100	343, 600	1, 641, 500	1, 289, 200	352, 300
64, 600	1, 929, 300	312, 100	1, 617, 200	1, 270, 100	347, 100
38, 000	345, 400	74, 900	270, 500	212, 300	58, 200
968, 100	$13, 662, 400	$2, 927, 900	$10, 734, 500	$8, 430, 500	$2, 304, 000

according to the ratio of total bond subsidy paid by each state.

e reimbursement will be complete in February, 2000.

F-003-1(16) Astoria Br. Steel Super- 1966
#6268 structure, Columbia River
Bridge. Folder : 10

C+A 3168

RECEIVED
AUG 27 1970
FOR FILE

ASTORIA CHAMBER OF COMMERCE
270 FOURTEENTH ST. ASTORIA, OREGON TELEPHONE FAIRFAX 5-6311

F-L&C-1
6164

Nov. 21, 1969

Mr. John Early, Public Relations
Oregon State Highway Division
Salem, Oregon 97310

Dear John:

Enclosed is our answer to the Times article. We conferred with Dick Hawkins before we mailed it and a copy was printed in the Daily Astorian. Frankly to sooth the feelings of our local populace.

Unfortunately, the article to our knowledge was pretty well syndicated throughout the United States. But, on the other hand, it may attract the curious.

Sincerely,

Jean H. Hallaux, Mgr.

JHH/ko

RECEIVED
NOV 24 1969
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PUBLIC INFORMATION

NOTED
HARRISON J. BROWN

NOTED
JOHN J. EARLEY

November 12, 1969

Letter to the Editor
The Los Angeles Times
The Times-Mirror Square
Lon Angeles, California 90053

Gentlemen:

Thank you for running the beautiful picture of our Astoria Columbia River Bridge in your October 29th issue.

While some may call the article somewhat negative in its content, we hope that your readers will take the opportunity to view the bridge in all its grandeur for themselves. They then will be able to avail themselves of the benefits it offers.

While the twenty five cent California bridges carry great volumes of traffic in multi-lanes, the $1.50 Astoria Columbia River Bridge offers relief from the lane changing syndrome effecting many Californians. The limited traffic allows the driver, as well as his passengers, the chance to view the marvelous vistas while crossing the bridge. Now agreed the ticket takers time does hang heavy on their hands, especially in the early morning hours, but it's characteristic of Northwesterners to improve themselves and keep busy.

The term bridge to "Nowhere" is not new, but I believe it should be resented by those proud Washingtonians living to the north of us, with their fine beaches, Willapa Harbor, Grays Harbor, and Olympic Peninsula. And, while Oregon pays most of the deficits incurred by the bridge in its early years, Washington does maintain other bridges at no expense to Oregon and in some cases on a 50-50 basis. Actually, commuter rates were installed as the first years use proved to be much higher than predicted.

But then the bridge was built for Californians, British Columbians, in fact, the whole world, so that the block in Highway 101 caused by the four ferries not running at night

would enable everyone to better transverse the beautiful Pacific Coast. Taking a trailer on a ferry can sometimes be a traumatic experience.

Some mention was made of high winds, but I hasten to advise that no windshields have been broken by seagulls flying into them. In fact, our seagulls just won't fly in that kind of weather if any had been recorded.

Now if you don't print this letter it won't make anyone too mad. In fact, some people feel there's too much traffic now. You see, we have a secret up here, we're afraid it's going to get out.

Again our thanks for the picutre of our bridge. We are very proud of it.

Sincerely,

Mr. Ray Dreeszen, President
Astoria Area Chamber of Commerce

RD/bls

Daily Journal of Commerce, Seattle------10-24

Oregon calls bids on seven road projects estimated at $8 million

SALEM.—Bids on seven highway projects with an estimated total value of more than $8 million will be received by the Oregon State Highway Commission until 9 a. m. Nov. 13. Plans are available for $5 per project at the State Highway Bldg. Addit. The commission will open the bids in Room 123 of that building.

Clatsop: Installation of a traffic signal at the intersection of Marine Drive (Oregon Coast Highway) and Portway in Astoria. Completion time—180 days.

Curry: Remodeling of the old Pistol River Bridge on the Oregon Coast Highway (US101), about 11 miles south of Gold Beach. Plans call for the removal of the two existing steel trusses, which will be replaced with prestressed beams. The roadway will be widened to 28 ft. Length of the project is 440 ft. Completion time—300 days.

Hood River: Slide correction work on the Fountain Slide Section of the Columbia River Highway (I-80N), about four miles east of Cascade Locks. Plans for the 0.27-mile project call for asphalt concrete on four 12-ft. lanes after the removal of approximately 1,715,000 cu. yds. of slide material that has caused the highway to buckle. Completion time—300 workdays.

Klamath: Construction of a bridge on the Esplanade St.-Fort Klamath Road Section of FAS Highway 415, located at the intersection of Main St. and Alameda Ave. in Klamath Falls. Plans for the 120-ft. project call for the bridge to replace an old, narrow structure. Completion time—150 days.

Lane: Installation of traffic signals at the intersection of the Oregon Coast Highway (US101), and the Florence-Eugene Highway in the City of Florence. Completion time—240 days.

Polk: Construction of a bridge adjacent to the existing bridge over the South Yamhill River on FAS Highway 915 in the community of Grand Ronde. Length of the structure is 160 ft. Completion time—180 days.

Washington: Highway construction on the Sunset Highway-Beaverton Section of the Beaverton-Tigard Highway. Plans for the 1.91-mile project call for asphalt concrete pavement on four 12-ft. lanes. This project completes the construction of the Beaverton-Tigard Highway from the Sunset Highway on the north to the Pacific Highway south of Tigard. Completion time—445 workdays.

---10-22

The Oregonian---10-24

Bids Sought On 8 Projects

Highway Panel Lists New Work

SALEM (AP) — The Oregon Highway Commission will open bids Nov. 13 on eight projects, costing about $8 million.

The largest project calls for construction of the 2-mile section of the Beaverton-Tigard highway and Beaverton.

This project will complete construction of the four-lane route between the Sunset Highway and Interstate 5.

Other projects:

Clatsop County — Install traffic signal at intersection of Oregon Coast Highway and Portway in Astoria.

Curry — Remodel Pistol River Bridge on Oregon Coast Highway, 11 miles south of Gold Beach.

Hood River — Correct slide on Columbia River Freeway, 4 miles east of Cascade Locks.

Klamath — Construct bridge at intersection of Main St. and Alameda Ave. in Klamath Falls.

Lane — Install traffic signals at intersection of Oregon Coast Highway and Florence-Eugene Highway in Florence.

Polk — Construct new bridge over South Yamhill River in Grand Ronde.

Review, Gladstone----------10-22

WhatchaMcColumn

By THE REVIEW STAFF

Salem newsman Everett Cutter, in his latest "Salem Scene," reports one roadside sign installed just outside a small southern Oregon community was removed eight days later—with 148 bullet holes in it. Naturally, state highway officials take a dim view of this kind of activity. We know of at least one western state, however, which neatly sidesteps the problem by attaching replaceable bull's-eye signs to the regular ones. After the bulls' eyes have been shot up, they're quite easy and inexpensive to replace.

This week, the rest of it, anyway, is Clean Air Week in Clackamas County, the county commissioners have proclaimed. Francis Lanzer of Gladstone, a member of the board of Clackamas County Tuberculosis and Health Association, notes five things individuals can do to help protect clean air: Check your car; police your furnace; don't burn trash; report violations of good air conservation, and demand local enforcement.

The staff cynic is happy to support the cause of clean air, but he also notes the quickest way to have any worthwhile program enacted in this country is to find a way for someone to make money at it.

Daily News, Longview, Washington----------10-29

Astoria Bridge not paying for itself

By CHARLES HILLINGER
The Los Angeles Times

ASTORIA, Ore. — Washington and Oregon taxpayers — mostly Oregon — are shelling out $1 million a year to pay bonds on the Astoria-Megler Bridge.

At this time of year, the 4.1-mile bridge, 12 miles from where the Columbia flows into the Pacific, is without traffic except for an occasional car or two.

Toll collectors have so few vehicles to collect from that they do "outside work" in the toll booth on the Oregon side of the bridge.

"At night we go for hours without a car," says toll collector Claude MacDonald. "I went from first class boy'n to chief in the Navy Reserve studying between cars."

It's summer when the bridge gets most of its use and then principally by vacationers driving up the scenic coastal route, U.S. Highway 101.

Completed in July, 1966, at a cost of $24 million, the Astoria Bridge replaced two ferry boats.

Oregon's State Highway Commission fought the bridge on the grounds that traffic would never justify the expenditure — but the state legislature disagreed and authorized construction.

It's a spectacular bridge, one of the longest in the world and one of the narrowest of the big bridges. The bridge has two lanes, each 14 feet in width.

Because tolls never are expected to be sufficient to pay principal and interest on bonds, taxpayers can look forward to contributing for another 25 years.

The bridge is scheduled to be paid for in 1994. Gas funds are used to make up the deficit.

Washington gets off easier than Oregon. Oregon wanted the bridge more than Washington so, when it came time to draw up the agreement Washington lawmakers successfully argued that its share should be less than Oregon's.

Last year's deficit was $1,008,000. Washington paid only $200,000.

Tolls are $1.50 for cars, $3 to $6 for trucks and $1 for bikes or motorcycles.

Last year 867,936 was collected from drivers of 422,321 vehicles.

Most large bridges are self-sustaining after the first few years.

The San Francisco Golden Gate Bridge, 4,200 feet long and completed in 1937 at a cost of $35 million, costs a quarter to cross. And it has been making money for years.

No one has jumped from the Astoria Bridge, nor has anyone been killed in accidents on it.

"We get gusts as high as 150 miles an hour in winter storms," reports Richard S. Hawkins, bridge superintendent. "When the wind blows up there on top it occasionally slides seagulls into windshields."

Astorians and those living on the Washington side enjoy the luxury of the bridge.

Next nearest bridge is 53 miles east at Longview.

The Oregonian, Portland----------10-30

Work Near On Last Link In Traffic Relief Effort

The final link is nearing in a 7.5-mile highway designed to relieve traffic congestion and through Westside Portland and the crowded Washington County suburban area.

Bids have been called for Nov. 13 on the Sunset Highway-Beaverton-Tigard Highway.

The 1.91-mile project is the last of four sections for a highway which will eventually provide four lanes of traffic between Interstate 5 at the Tigard interchange and Sunset Highway (U.S. 30) at the Cedar Hills Boulevard interchange.

Cooper said the section would cause numerous traffic problems because of the high-populated area involved. A special problem, he said, would be the work necessary on various interchanges for the section.

Progress section cost $1.6 million; Tigard to I-5, $2.5 million; and Progress-Beaverton, $3.9 million.

The State Highway Department said the Sunset-Beaverton section will take about 15 months to complete.

Forrest Cooper, state highway engineer, has said the traffic and final section will probably be "the toughest one of all to build."

Cooper said the section would cause numerous traffic problems because of the high-populated area involved. A special problem, he said, would be the work necessary on various interchanges for the section.

Begun in 1966, the highway so far has cost an estimated $8 million. The earlier Tigard-

Oregon Statesman 10-24

Bridge Suit Trial Is Set

Trial date on an injunction suit to prevent construction of the controversial Willamette River bridge in northern Marion County has been set for Nov. 13.

Marion County officials learned two weeks ago that they'd have to go to trial, after several months of attempted negotiations with Grand Island Properties owners proved fruitless.

The owners claim in their Circuit Court suit that embankments planned in connection with the bridge would flood their land.

County officials had hoped the suit would drag their suit after viewing new site plans and designs, since the planned bridge location has been moved 1,000 feet downstream from its original location at Lambert Road 3/4 miles north of Salem.

OCTOBER 31, 1969

Los Angeles (Calif.) Times 10/29/69

BRIDGE WITH A 'HILL' — Sudden rise in the bridge across the Columbia River on the Astoria, Ore., side provides clearance for ships. Causeway connects this span with truss bridge on other end to form three bridges in one. Foreshortening effect of camera lens makes far end appear closer.

Times photo by Steve Fontanini

. Angeles (Calif.) Times 10/29

RARELY USED

'Nowhere' Bridge Costs Taxpayers $1 Million a Year

BY CHARLES HILLINGER
Times Staff Writer

ASTORIA, Ore.—Washington and Oregon taxpayers are shelling out $1 million a year for what many regard as a bridge to nowhere.

Critics say Astoria Bridge carries more Californians across the Columbia River than residents of the two Pacific Northwest states—and California is 300 miles south of here.

At this time of the year, the 4.1-mile bridge, 12 miles upstream from where the Columbia flows into the Pacific, is without traffic except for an occasional car or two.

Toll collectors have so few vehicles to collect from—and there's only one collector on duty at a time—that they do "outside work" in the toll booth on the Oregon side of the bridge.

"At night we go for hours without a car," says toll collector Claude MacDonald. "I went from first class bos'n. to chief in the Navy Reserve studying between cars.

"I do bookkeeping for the VFW and other organizations waiting for cars to cross the bridge."

One toll collector has completed several college correspondence courses on duty.

Fires and waterfront fights have been reported by toll collectors from their booth high above Astoria's main street.

They call it the bridge to nowhere because it doesn't connect any large population centers. Astoria boasts a population of 10,000. So does Aberdeen, first town of any size in Washington, 75 miles north of here.

It's summer when the bridge gets most of its use, and then principally by vacationing Californians driving up the scenic coastal route, U.S. Highway 101.

Completed in July, 1966, at a cost of $24 million, the Astoria Bridge replaced two ferry boats that sailed from Astoria to Point Ellice on the Washington side.

Oregon's State Highway Commission fought the bridge on the grounds that traffic would never justify the expenditure—but the

Rarely Used Bridge Leads to 'Nowhere'

Continued from Third Page

State Legislature disagreed and authorized construction.

It's a spectacular bridge, one of the longest in the world, and also one of the narrowest of the big bridges.

Narrower than most residential streets, the bridge has only two lanes, each 14 feet in width.

Because tolls never are expected to be sufficient to pay principal and interest on bonds, taxpayers can look forward to contributing to its operation for another 25 years.

The bridge is scheduled to be paid for in 1994. Gas funds are used to make up the annual deficit.

Washington gets off easier than Oregon.

The state boundary is only a stone's throw from the Washington shore. So, when it came time to draw up the agreement, Washington law makers argued their share should be considerably less than Oregon's.

Proportions on Deficit

"They outsmarted us," said a member of the Oregon Highway Commission. "Our legislators went along with it."

Last year's deficit was $1,086,000. Washington paid only $200,000.

The agreement calls for Oregon to pay the first $100,000 of the deficit and for Washington to pay 40 of the remaining amount not to exceed $200,000 in any one year.

Tolls are $1.50 for cars, $3 to $6 for trucks, and $1 for bikes or motorcycles.

Last year $679,936 was collected from drivers of 422,321 vehicles using the bridge.

Most large bridges are self sustaining after the first few years.

The San Francisco Golden Gate Bridge, 4,200 feet long and completed in 1937 at a cost of $35 million, costs a quarter to cross. And it has been making money for years.

Scheduled to be paid off in 1971, the Golden Gate has $29 million in profits in its treasury. It carried 31,251,968 vehicles last year.

The Astoria Bridge is three bridges in one—the main span 200 feet above the Columbia, then a 2-mile causeway 25 feet above the river and another truss bridge 50 feet high near the Washington shore.

It's the longest continuous three-span through truss series of any bridge in the world.

No one has jumped from the Astoria Bridge, nor has anyone been killed in accidents on it.

Seagulls a Hazard

One hazard, however, are great numbers of seagulls hovering off rails of the main span.

"We get gusts as high as 150 miles an hour in winter storms," reports Richard S. Hawkins, bridge superintendent. "When the wind blows up there on top it occasionally slides seagulls into windshields."

Several windshields have been broken by seagulls since the bridge opened.

Astorians and those living on the Washington side enjoy the luxury of the bridge.

During the summer there was often as much as a three-hour wait to board a ferry because of California tourists traveling Highway 101.

The ferry was a half hour ride. Often during rough weather it did not run.

Next nearest bridge is 53 miles to the east, the Rainier, Ore., to Longview, Wash., bridge.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1969

SUBJECT: Astoria Bridge Earthquake Loads
Bridge No. 7949

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

The design of the Astoria Bridge between piers 5 and 175 was a joint effort between the Washington State Highway Department and the Bridge Division of the Oregon State Highway Department. The Washington Highway Department designed the 15 truss spans and made a structural check of all the balance of the work performed by the Oregon State Highway Department. The Bridge Division of the Oregon Highway Department designed the balance of the structure, which in turn was given a structural check by the Washington Highway Department.

To insure uniformity it was decided at the beginning of the design period that The American Association of State Highway Officials Standard Specifications for Highway Bridges would be used. The AASHO Standard Specifications for Highway Bridges carries an Article 1.2.20-Earthquake Stresses and Article 1.4.1-General, covering loading groups. I am attaching a copy of Page 22 and 31 and 32 covering the above two articles from the 8th Edition of the Standard Specifications for Highway Bridges. Your attention is called to Group VII, which is the group of loads including earthquake loads. In all sections of the structure earthquake loads were considered.

Earthquake loading was the governing group loading for the structure between pier 12 and pier 164 (the steel plate girder and prestressed concrete beam spans) and the continuous concrete box girder spans between piers 172 and 175. This is documented by the notation to loading groups on drawings 17611, 17613 and 17644. For piers 21 to 159 inclusive (the 3 pile bents supporting the precast prestressed beam spans) earthquake load governed as a combination of direct vertical load and bending moment. This is documented by the attached copy of sheet 209 (Calc. Bk. 702) from the design calculations and is not shown on the plans. The governing group loading on all other portions of the structure were those group loadings that included wind loads.

For your ready reference in locating the various portions of the structure, I am attaching a copy of the plan and elevation drawing 17601.

Ivan D. Merchant
Bridge Engineer

IDM:cs
Attachments
cc Tom Edwards

1. 2. 20. — EARTHQUAKE STRESSES.

In regions where earthquakes may be anticipated, provision shall be made to accommodate lateral forces from earthquakes as follows:

$$EQ = CD$$

where

EQ = Lateral force applied horizontally in any direction at center of gravity of the weight of the structure.

D = Dead load of structure.

C = 0.02 for structures founded on spread footings on material rated as 4 tons or more per square foot.

= 0.04 for structures founded on spread footings on material rated as less than 4 tons per square foot.

= 0.06 for structures founded on piles.

Live load may be neglected.

1. 2. 21. — CENTRIFUGAL FORCES.

Structures on curves shall be designed for a horizontal radial force equal to the following percentage of the live load, without impact, in all traffic lanes:

$$C = 0.00117\ S^2\ D = \frac{6.68\ S^2}{R}$$

where

C = the centrifugal force in percent of the live load, without impact.

S = the design speed, in miles per hour.

D = the degree of curve.

R = the radius of the curve, in feet.

The centrifugal force shall be applied 6 feet above the roadway surface, measured along the center line of the roadway. The design speed shall be determined with regard to the amount of superelevation provided in the roadway. The traffic lanes shall be loaded in accordance with the provisions of Article 1. 2. 9.

When a reinforced concrete floor slab or a steel grid deck is keyed to or attached to its supporting members, it may be assumed that the deck resists, within its plane, the shear resulting from the centrifugal forces acting on the live load. The effects of superelevation shall be taken into account.

Section 3 — DISTRIBUTION OF LOADS

1. 3. 1. — DISTRIBUTION OF WHEEL LOADS TO STRINGERS, LONGITUDINAL BEAMS AND FLOOR BEAMS.

(A) Position of Loads for Shear.

In calculating end shears and end reactions in transverse floor beams and longitudinal beams and stringers, no lateral or longitudinal distribution of the wheel load shall be assumed for the wheel or axle load adjacent to the end at which the stress is being determined. For

MPOSITE

and Shear.

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s described in
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ble of resisting

uted in accord-

an Moment

m Live-Load
ments

	Uniform Load	
	Pos.	Neg.
	75	55
	85	65
	80	75

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elastic proper-

ss is less than

ess is at least
on

1. 3. 6.—DISTRIBUTION OF WHEEL LOADS ON STEEL GRID FLOORS.

(A) General.

The grid floor shall be designed as continuous and moments reduced as provided in Article 1. 3. 2.

The formulas for distribution of loads provided herein are based upon there being adequate transfer of the load normal to the main elements. Reinforcement for this purpose shall consist of transverse bars or shapes welded to the main steel. The strength and details of the transverse reinforcement shall meet with the approval of the engineer.

(B) Floors Filled with Concrete.

The distribution and bending moment shall be as specified for concrete slabs, Article 1. 3. 2. The following items specified in that article shall also apply to concrete filled steel grid floors:

Edge beams (longitudinal).

Unsupported edges (transverse).

Span lengths.

The strength of the composite steel and concrete slab shall be determined by means of the "transformed area" method. The allowable stresses shall be as set forth in Section 4.

(C) Open Floors.

A wheel load shall be distributed, normal to the main bars, over a width equal to 1¼ inches per ton of axle load plus twice the distance center to center of main bars. The portion of the load assigned to each main bar shall be applied to the bar uniformly over a length equal to the rear tire width shown in Figure 4 (20 inches for H-20, 15 inches for H-15).

The strength of the section shall be determined by the moment of inertia method. The allowable stresses shall be as set forth in Section 4.

Edges of open grid steel floors shall be supported by suitable means as required. These supports may be longitudinal or transverse, or both, as may be required to properly support all edges.

1. 3. 7.—DISTRIBUTION OF WHEEL LOADS TO BOX GIRDERS.

The live load shall be distributed to the webs in accordance with the provisions of Article 1. 3. 1 applicable to the design of T-beams.

Section 4—UNIT STRESSES, PILE LOADS AND BEARING POWER OF SOILS

1. 4. 1.—GENERAL.

Unless otherwise noted the allowable unit stresses indicated herein are given in pounds per square inch.

The following Groups represent various combinations of loads and

forces to which a structure may be subjected. Each part of such structure, or the foundation on which it rests, shall be proportioned for all combinations of such of these forces as are applicable to the particular site or type, and at the percentage of the basic unit stress indicated for the various groups except that no increase in allowable unit stresses shall be permitted for members or connections carrying wind loads only. See Articles 1. 2. 1 to 1. 2. 19 for loads and forces.

The maximum section required shall be used.

		Percentage of Unit Stress
Group I	= D+L+I+E+B+SF	100%
Group II	= D+E+B+SF+W	125%
Group III	= Group I+LF+F+CF+30% W+WL	125%
Group IV	= Group I+R+S+T	125%
Group V	= Group II+R+S+T	140%
Group VI	= Group III+R+S+T	140%
Group VII	= D+E+B+SF+EQ	133⅓%
Group VIII	= Group I+ICE	140%
Group IX	= Group II+ICE	150%
D	= Dead Load	
L	= Live Load	
I	= Live Load Impact	
E	= Earth Pressure	
B	= Buoyancy	
W	= Wind Load on Structure	
WL	= Wind Load on Live Load—100 pounds per linear foot	
LF	= Longitudinal Force from Live Load	
CF	= Centrifugal Force	
F	= Longitudinal force due to friction	
R	= Rib Shortening	
S	= Shrinkage	
T	= Temperature	
EQ	= Earthquake	
SF	= Stream Flow Pressure	
ICE	= Ice Pressure	

STEEL STRUCTURES

Unless otherwise specified or noted on the plans, it shall be assumed that the steel is to be Structural Carbon Steel AASHO M 94, (ASTM A 7). The modulus of elasticity for all grades of steel shall be assumed at 29,000,000 p.s.i. and the coefficient of expansion .0000065 per degree Fahrenheit.

Form E-129—2M—8-61 State Printing 20912

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet E (20)

Bridge Columbia R. at Astoria Via. Duct County Clatsop

Calculations by J.E. Bachtrand Date June 12, 1962 Bridge No. 7947

Check pile P Max Group I = 378 K = 189 Tons

Modulus of rupture = $7.5\sqrt{6000}$ = 581 psi

Col. A = 676 in² $p = \frac{5.227}{676} = 0.00773$

$I = 0.00807(98 - 38)^4 = 158,221\ in^4$ $c = 24''$

$As = 5.227$ Prestress = $18.20(98) = 907.2(0.8) = \frac{725.76}{676} = 1079$ psi

98-#7's

$Eq. = \left[5.227\left(\frac{250,000}{12(1000)}\right)\right] + 38\ k = 5227\ K$

Station = 2 LL

$\frac{2}{1.25} = 1.6$ II

$\frac{2}{1.33} = 1.5$ I.C.

$\frac{c}{76} = 0.1477$

$\frac{1,000(12)c}{I} = 1820\#$

P/A	Mult.		P	PA	SF		Mult		Mactual	Prestress $\frac{P}{A} \pm \frac{Mc}{I}$
		Group I	$\frac{326,000}{676}$	= 580	(2) =	1172	$\frac{1348}{2}$ =	674	117	$1079.586 \pm 213 = +1873$
0	2038									$= 1660$ $+1447$
100	1378									Allow = 2700 psi
200	1318		314	465	2	930	$\frac{1472}{2}$	736	185	$1079.465 \pm 337 = +1076$
300	1853									$= 1533$ $+1202$
400	1773									
500	1733		325	481	2	962	$\frac{1463}{2}$	731	126	$1079.481 \pm 223 = +1704$
600	1520									1585 $+1326$
700	1620	II	252	373	1.6	597	$\frac{1681}{1.6}$	1051	637	$1079.373 \pm 1159 = +2606$
800	1560									1497 $+289$
900	1500									
1000	1434		342	506	1.6	810	$\frac{1554}{1.6}$	971	530	$1079.506 \pm 965 = +2544$
1100	1367									1585 $+959$
1200	1321									Allowable = 3000 psi
1300	1261	Eq.	355	525	1.5	788	$\frac{1567}{1.5}$	1045	1006	$1079.525 \pm 1931 = +3450$
1400	1202									1597 -352
										Allowable = 3000 psi

RECEIVED
JUL 14 1969
FOR FILE
F 663-1(16)
6764

July 10, 1969

Mr. Robert D. Germann
Manager, Marine Department
Marsh & McLennan-
D. K. MacDonald & Co., Inc.
Standard Plaza
Portland, Oregon 97204

Dear Mr. Germann:

As a follow-up to our telephone conversation on July 9, enclosed is a copy of a memo from the Bridge Engineer which indicates how earthquake stresses were considered on the Astoria Bridge.

Also, attached are Xerox copies of the AASHO specifications which cover the subject. I am not able to correlate the AASHO approach with earthquake severity as measured by the Richter Scale but it is one of proven quality and is used throughout the United States.

If anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
encs.
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
I. D. Merchant

1.2.18 — BUOYANCY

Buoyancy shall be considered as it affects the design of either substructure, including piling, or the superstructure.

1.2.19 — EARTH PRESSURE

Structures which retain fills shall be proportioned to withstand pressure as given by Rankine's formula; provided, however, that no structure shall be designed for less than an equivalent fluid pressure of 30 pounds per cubic foot.

For rigid frames a maximum of one-half of the moment caused by earth pressure (lateral) may be used to reduce the positive moment in the beams, in the top slab, or in the top and bottom slab, as the case may be.

When highway traffic can come within a horizontal distance from the top of the structure equal to one-half its height, the pressure shall have added to it a live load surcharge pressure equal to not less than 2 feet of earth.

Where an adequately designed reinforced concrete approach slab supported at one end by the bridge is provided, no live load surcharge need be considered.

All designs shall provide for the thorough drainage of the backfilling material by means of weep holes and crushed rock, pipe drains or gravel drains, or by perforated drains.

1.2.20 — EARTHQUAKE STRESSES

In regions where earthquakes may be anticipated, provision shall be made to accommodate lateral forces from earthquakes as follows:

$$EQ = CD$$

where

EQ = Lateral force applied horizontally in any direction at center of gravity of the weight of the structure.
D = Dead load of structure.
C = 0.02 for structures founded on spread footings on material rated as 4 tons or more per square foot.
= 0.04 for structures founded on spread footings on material rated as less than 4 tons per square foot.
= 0.06 for structures founded on piles.

Live load may be neglected.

1.2.21 — CENTRIFUGAL FORCES

Structures on curves shall be designed for a horizontal radial force equal to the following percentage of the live load, without impact, in all traffic lanes:

$$C = 0.00117\ S^2\ D = \frac{6.68\ S^2}{R}$$

where

C = the centrifugal force in percent of the live load, without impact.
S = the design speed, in miles per hour.
D = the degree of curve.
R = the radius of the curve, in feet.

The centrifugal force shall be applied 6 feet above the roadway surface, measured along the center line of the roadway. The design speed shall be determined with regard to the amount of superelevation provided in the roadway. The traffic lanes shall be loaded in accordance with the provisions of Article 1.2.8.

Each design traffic lane shall be loaded with one standard truck (lane loading shall not be used in any case) placed in position for maximum loading.

When a reinforced concrete floor slab or a steel grid deck is keyed to or attached to its supporting members, it may be assumed that the deck resists, within its plane, the shear resulting from the centrifugal forces acting on the live load. The effects of superelevation shall be taken into account.

1.2.22 — LOADING COMBINATIONS

The following Groups represent various combinations of loads and forces to which a structure may be subjected. Each part of such structure, or the foundation on which it rests, shall be proportioned for all combinations of such of these forces as are applicable to the particular site or type, and at the percentage of the basic unit stress indicated for the various groups except that no increase in allowable unit stresses shall be permitted for members or connections carrying wind loads only. See Articles 1. 2. 1 to 1. 2. 21 for loads and forces.

The maximum section required shall be used.

		Percentage of Unit Stress
Group I	=D+L+I+E+B+SF	100%
Group II	=D+E+B+SF+W	125%
Group III	=Group I+LF+F+30% W+WL+CF	125%
Group IV	=Group I+R+S+T	125%
Group V	=Group II+R+S+T	140%
Group VI	=Group III+R+S+T	140%
Group VII	=D+E+B+SF+EQ	133⅓%
Group VIII	=Group I+ICE	140%
Group IX	=Group II+ICE	150%
D	=Dead Load	
L	=Live Load	
I	=Live Load Impact	
E	=Earth Pressure	
B	=Buoyancy	
W	=Wind Load on Structure	

WL	=Wind Load on Live Load—100 pounds per linear foot
LF	=Longitudinal Force from Live Load
CF	=Centrifugal Force
F	=Longitudinal force due to friction
R	=Rib Shortening
S	=Shrinkage
T	=Temperature
EQ	=Earthquake
SF	=Stream Flow Pressure
ICE	=Ice Pressure

Section 3—DISTRIBUTION OF LOADS

1.3.1 — DISTRIBUTION OF WHEEL LOADS TO STRINGERS, LONGITUDINAL BEAMS AND FLOOR BEAMS

(A) Position of Loads for Shear

In calculating end shears and end reactions in transverse floor beams and longitudinal beams and stringers, no longitudinal distribution of the wheel load shall be assumed for the wheel or axle load adjacent to the end at which the stress is being determined.

Lateral distribution of the wheel load shall be that produced by assuming the flooring to act as a simple span between stringers or beams. For loads in other positions on the span, the distribution for shear shall be determined by the method prescribed for moment, except that the calculation of horizontal shear in rectangular timber beams shall be in accordance with Article 1.10.2.

(B) Bending Moment in Stringers and Longitudinal Beams *

In calculating bending moments in longitudinal beams or stringers, no longitudinal distribution of the wheel loads shall be assumed. The lateral distribution shall be determined as follows:

(1) Interior Stringers and Beams

The live load bending moment for each interior stringer shall be determined by applying to the stringer the fraction of a wheel load (both front and rear) determined by the following table:

NOTE: See next page for table.

* In view of the complexity of the theoretical analysis involved in the distribution of wheel loads to stringers, the empirical method herein described is authorized for the design of normal highway bridges.

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JUL 14 1969
FORM B-30 (12-67)
FOR FILING

E 11.3-1(pt)
1-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1969

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Astoria Bridge Earthquake Loads
Bridge No. 7949

BUILDING

The design of the Astoria Bridge between piers 5 and 175 was a joint effort between the Washington State Highway Department and the Bridge Division of the Oregon State Highway Department. The Washington Highway Department designed the 15 truss spans and made a structural check of all the balance of the work performed by the Oregon State Highway Department. The Bridge Division of the Oregon Highway Department designed the balance of the structure, which in turn was given a structural check by the Washington Highway Department.

To insure uniformity it was decided at the beginning of the design period that The American Association of State Highway Officials Standard Specifications for Highway Bridges would be used. The AASHO Standard Specifications for Highway Bridges has a paragraph and table for group loadings with the attendant stress levels. I am attaching a copy of page 32 of the paragraph 1.4.1 from the Eighth Edition of this AASHO publication. Your attention is called to Group VII, which is the group of loads including earthquake loads. In all sections of the structure earthquake loads were considered.

The plans indicate at the beginning of each different type of superstructure the governing design loads. Earthquake loading was the governing group loading for the structure between pier 12 and pier 164 (the steel plate girder and prestressed concrete beam spans and the continuous concrete box girder spans between piers 172 and 175). The governing group loading on all other portions of the structure were those group loadings that included wind loads.

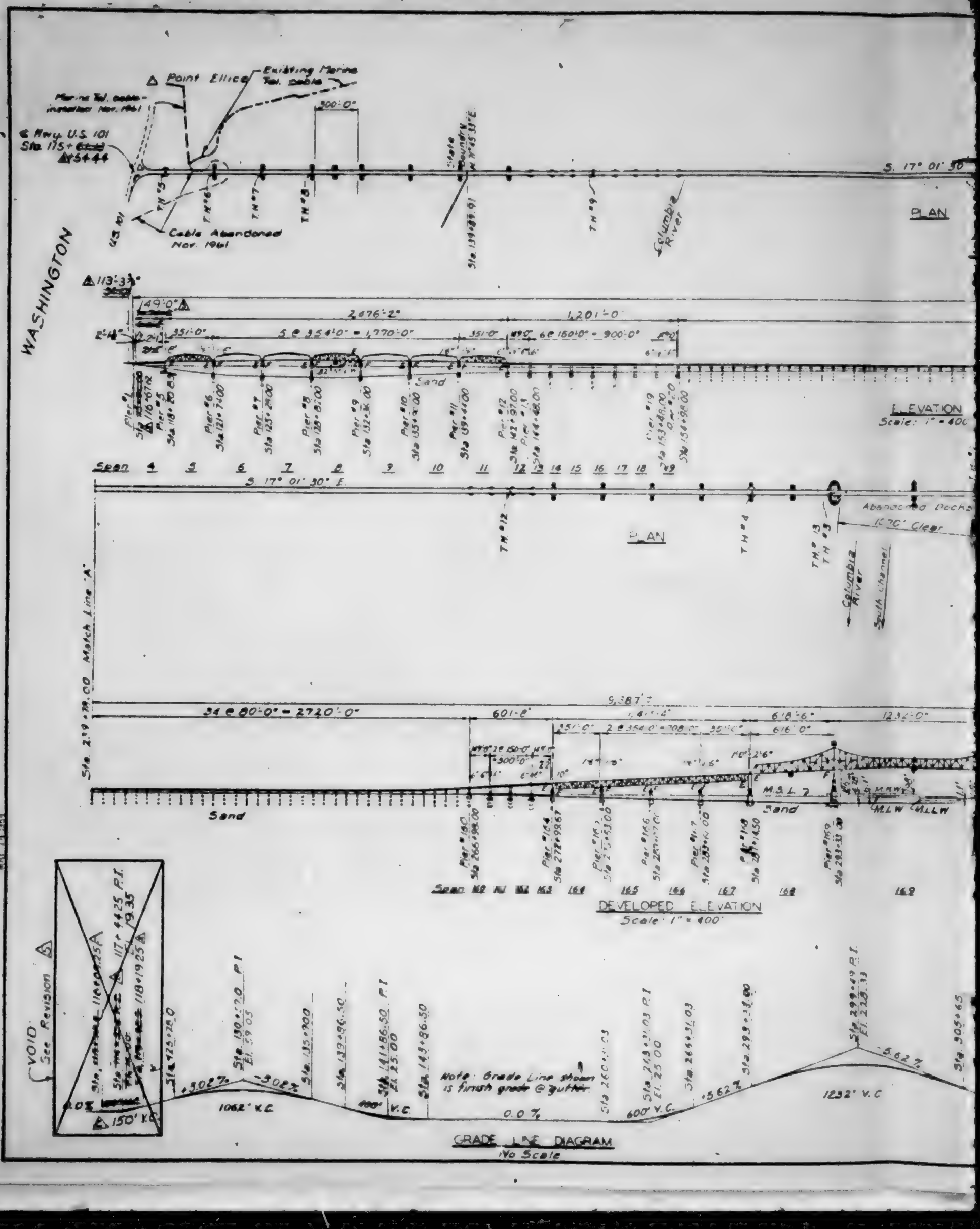
For your ready reference in locating the various portions of the structure, I am attaching a copy of the plan and elevation drawing 17601.

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:cs
Attachments
cc Tom Edwards

RECEIVED
JUL 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER


Point Ellice
Existing Marine Tel. Cable
Marine Tel. cable installed Nov. 1961
℄ Hwy U.S. 101
Sta. 115+
Δ5444
300'-0"
State Boundary N. 44° 45' 33" E.
S. 17° 01' 30" E.
TW #3
TW #6
TW #7
TW #8
TW #9
Columbia River
Cable Abandoned Nov. 1961
PLAN
WASHINGTON
Δ113'-3½"
149'-0"Δ
2476'-2"
1,201'-0"
351'-0"
5 @ 354'-0" = 1,770'-0"
351'-0"
6 @ 150'-0" = 900'-0"
Sand
Pier #1
Sta 116+67.82
Pier #5
Sta 118+20.82
Pier #6
Sta 121+71.00
Pier #7
Sta 125+24.00
Pier #8
Sta 128+81.00
Pier #9
Sta 132+34.00
Pier #10
Sta 135+91.00
Pier #11
Sta 139+44.00
Pier #12
Sta 142+97.00
Pier #13
Sta 146+49.00
Pier #19
Sta 153+46.00
Sta 154+98.00
ELEVATION
Scale: 1" = 400'
Span 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
S. 17° 01' 30" E.
TW #12
TW #4
TW #13
TW #3
Abandoned Docks
1070' Clear
Columbia River
South Channel
PLAN
Sta 219+39.00 Match Line 'A'
9,387'±
34 @ 80'-0" = 2720'-0"
601'-8"
1,441'-4"
618'-6"
1232'-0"
351'-0"
2 @ 354'-0" = 708'-0"
351'-0"
616'-0"
300'-0"
M.S.L.
M.L.W.
M.L.L.W.
Sand
Pier #160
Sta 266+98.00
Pier #164
Sta 278+98.67
Pier #165
Sta 283+53.00
Pier #166
Sta 287+07.67
Pier #167
Sta 289+61.00
Pier #168
Sta 291+14.50
Pier #169
Sta 293+33.00
Span 162 163 164 165 166 167 168 169
DEVELOPED ELEVATION
Scale: 1" = 400'
VOID
See Revision Δ
Sta. 117+14.25 P.I.
El. 19.35
Sta. 118+19.25 Δ
Sta 125+28.0
Sta 130+12.0 P.I.
El. 29.05
Sta 135+39.00
Sta 139+96.50
Sta 141+86.50 P.I.
El. 25.00
Sta 143+86.50
Sta 269+31.03 P.I.
El. 25.00
Sta 299+49 P.I.
El. 22.33
Sta 305+65
+3.02%
-3.02%
+5.62%
-5.62%
4.0%
Δ150' V.C.
1062' V.C.
100' V.C.
0.0%
600' V.C.
1232' V.C
Note: Grade Line shown is finish grade @ gutter.
GRADE LINE DIAGRAM
No Scale

01' 30" E.

AN

T.H. #10

T.H. #11

12,310'-4 5/8"

106 @ 80'-0" = 8,480'-0"

Sta. 239+78.00 Match Line

Sand

VATION
1" = 400'

T.H. #2
T.H. #1

Columbia Ave.

Docks

Sta. 312+38.45

Pier Approach Superstructure

S P & S R R

Alameda Ave.

Kingston Ave.

ASTORIA

OREGON

End Project

616'-6"

308'-6"

1467'-10"

Fill

616'-0"

308'-0"

405'-0"

E. Taylor Ave.

Taylor Ave. #2

M.S.L.

M.L.L.W.

Pier #170
Sta. 305+65.00

Pier #171
Sta. 311+63.50
S P & S R R

Pier #172
Sta. 314+99.00
Taylor Ave. #1

Pier #173
Sta. 318+99.17

Sta. 333+65.5

170 171 172 173 174 3000

Sta. 305+65

2%

Sta. 116+69.25 P.I.
Elev. 19.35

Sta. 118+19.25 P.I.
Elev. 21.62

Sta. 125+29.0

0.00%

+1.51%

+3.02%

50' V.C.

50' V.C.

REVISION

6 GENERAL INDEX FOR ALL CONTRACTS

PIER CONTRACT — Dwg. No.s 17501 thru 17657, 17368, 17190 & 14660

VIADUCT CONTRACT - Dwg. No.s 17658 thru 17664

SUPERSTRUCTURE CONTACT - Dwg. No.s 17701 thru 17764

ASTORIA APPROACH CONTRACT - Dwg. No.s 17666 thru 17698

12-30-63 6 General Index
3-[illegible]-63 5 Revised Grade Line
1-31-63 4 Added dwg # 17656 & 17657
10-9-62 3 Revised Span #4 & Pier #1.
[illegible]-62 2 Revised Grade Line.
7-31-62 1 Added Dwg #17621-A.

Navigation Light Legend:
- ●-180° Red Navigation light
- ■-360° Green Navigation light
- ▲-3-180° White Navigation lights (Main Channel Marker)
(Permanent navigation lights installed by others.)
- ■- Aircraft Beacon

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE 1/2"=1'-0" SHOULD BE READ 1"=1'-0"
INDICATED SCALE 1/16"=1'-0" SHOULD BE READ 1/8"=1'-0"

APPROVED
[illegible]
BRIDGE ENGINEER
[illegible]
ASST. STATE HIGHWAY ENGINEER
[illegible]
STATE HIGHWAY ENGINEER

DESIGNED ..... CHECKED .....
DRAWN M.R. CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER BRIDGE
ASTORIA, OREGON - PT ELLICE, WASH.
U S HIGHWAY 101
CLATSOP CO., ORE. PACIFIC CO., WASH.

PLAN & ELEVATION

DATE 8-28-1961 BRIDGE NO. 7949
ACCOMPANIED BY DWGS. 17602 - 17655, 14660, 17368, 17190

SHEET 1 OF 98 SHEETS
DRAWING NO. 17601

[illegible] 17621-A, 17656 & 17657

TABLE 1-A

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE
ASTORIA TOLL BRIDGE, 1966 - 1993
Based on Toll Schedule with Commutation Fares
1,150 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
Prior to Opening	--	--	$ --	$ --	$ --	$ 24,000,000	$ 2,908,900	$ 800,000
1966 2/	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	--
1967	1150	419,000	677,000	68,000	609,000	23,200,000	721,800	800,000
1968	1185	432,500	698,500	51,000	647,500	22,400,000	689,800	800,000
1969	1220	445,300	719,200	170,000	549,200	21,600,000	657,800	800,000
1970	1257	458,800	741,000	56,000	685,000	20,800,000	625,800	800,000
1971	1295	472,700	763,400	59,000	704,400	20,000,000	593,800	800,000
1972	1334	486,900	786,300	178,000	608,300	19,200,000	564,800	800,000
1973	1374	501,500	809,900	65,000	744,900	18,400,000	540,300	800,000
1974	1415	516,500	834,100	68,000	766,100	17,600,000	517,600	800,000
1975	1457	531,800	858,900	188,000	670,900	16,800,000	495,000	800,000
1976	1501	547,900	884,900	75,000	809,900	16,000,000	472,200	800,000
1977	1546	564,300	911,300	79,000	832,300	15,200,000	448,800	800,000
1978	1592	581,100	938,500	199,000	739,500	14,400,000	424,800	800,000
1979	1640	598,600	966,700	87,000	879,700	13,600,000	400,700	800,000
1980	1689	616,500	995,600	92,000	903,600	12,800,000	376,300	800,000
1981	1740	635,100	1,025,700	212,000	813,700	12,000,000	351,600	800,000
1982	1792	654,100	1,056,400	101,000	955,400	11,200,000	326,800	800,000
1983	1846	673,800	1,088,200	106,000	982,200	10,400,000	301,800	800,000
1984	1901	693,900	1,120,600	227,000	893,600	9,600,000	276,600	800,000
1985	1958	714,700	1,154,200	117,000	1,037,200	8,800,000	251,200	800,000
1986	2017	736,200	1,189,000	123,000	1,066,000	8,000,000	225,600	800,000
1987	2078	758,500	1,225,000	245,000	980,000	7,200,000	199,800	800,000
1988	2140	781,100	1,261,500	135,000	1,126,500	6,400,000	172,800	953,700
1989	2204	804,500	1,299,300	142,000	1,157,300	5,446,300	148,500	1,008,800
1990	2270	828,600	1,338,200	265,000	1,073,200	4,437,500	110,900	962,300
1991	2338	853,400	1,378,200	157,000	1,221,200	3,475,200	87,000	1,134,200
1992	2408	878,900	1,419,400	164,000	1,255,400	2,341,000	56,000	1,199,400
1993 3/	2480	901,900	1,456,600	288,000	1,168,600	1,141,600	27,000	1,141,600
			$27,929,100	$3,870,000	$24,059,100		$13,148,400	$24,000,000

DEC 1 APR 29 1969

TABLE 1-A

ED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966 - 1993
Based on Toll Schedule with Commutation Fares -
1,150 ADT in 1967

ues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
-	$ 24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 1/	$ 2,039,500	$ - -
500	23,200,000	174,400	- -	174,400	(4,100)	(4,100)	- -
000	23,200,000	721,800	800,000	1,521,800	912,800	712,800	200,000
300	22,400,000	689,800	800,000	1,489,800	842,300	642,300	200,000
200	21,600,000	657,800	800,000	1,457,800	908,600	708,600	200,000
000	20,800,000	625,800	800,000	1,425,800	740,800	540,800	200,000
400	20,000,000	593,800	800,000	1,393,800	689,400	489,400	200,000
300	19,200,000	564,800	800,000	1,364,800	756,500	556,500	200,000
900	18,400,000	540,300	800,000	1,340,300	595,400	397,200	198,200
100	17,600,000	517,600	800,000	1,317,600	551,500	370,900	180,600
900	16,800,000	495,000	800,000	1,295,000	624,100	424,100	200,000
900	16,000,000	472,200	800,000	1,272,200	462,300	317,400	144,900
300	15,200,000	448,800	800,000	1,248,800	416,500	289,900	126,600
500	14,400,000	424,800	800,000	1,224,800	485,300	331,200	154,100
700	13,600,000	400,700	800,000	1,200,700	321,000	232,600	88,400
600	12,800,000	376,300	800,000	1,176,300	272,700	203,600	69,100
700	12,000,000	351,600	800,000	1,151,600	337,900	242,700	95,200
400	11,200,000	326,800	800,000	1,126,800	171,400	142,400	29,000
200	10,400,000	301,800	800,000	1,101,800	119,600	111,800	7,800
600	9,600,000	276,600	800,000	1,076,600	183,000	149,800	33,200
200	8,800,000	251,200	800,000	1,051,200	14,000	14,000	- -
000	8,000,000	225,600	800,000	1,025,600	(40,400)	(40,400)	- -
000	7,200,000	199,800	800,000	999,800	19,800	19,800	- -
500	6,400,000	172,800	953,700	1,126,500	- -	- -	- -
300	5,446,300	148,500	1,008,800	1,157,300	- -	- -	- -
200	4,437,500	110,900	962,300	1,073,200	- -	- -	- -
200	3,475,200	87,000	1,134,200	1,221,200	- -	- -	- -
400	2,341,000	56,000	1,199,400	1,255,400	- -	- -	- -
600	1,141,600	27,000	1,141,600	1,168,600	- -	- -	- -
100		$13,148,400	$24,000,000	$37,148,400	$11,419,900	$8,892,800	$2,527,100

(Footnotes for TABLE 1-A)

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the brid by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in December, 199

10/16/68

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APR 29 1969
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F-LLC3-1(-)
6268

April 28, 1969

Mr. Leonard O. Larsen
964 Harrison Avenue
Astoria, Oregon 97103

Dear Mr. Larson:

This is in response to your April 24 questions on material used in the Astoria Bridge. The American Bridge Company used no foreign structural steel in its contract.

The DeLong Corporation used Japanese steel in the piling and Canadian steel in the reinforcing bars.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPims

cc Forrest Cooper
Tom Edwards
Victor D. Wolfe

Leonard O Larsen
964 Harrison Avenue,
Astoria, Oregon 97103
24 April 1969

Office Chief Engineer
Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

With the litigation and conversation I suppose my request is a pain to you in the highway department. Your answer would settle a dispute among several of us here on the coast; however, and we would appreciate a short and concise answer.

Referring to the Astoria- Megler Bridge over the Columbia - what percentage of the structural steel erected by American Bridge was Japanese originated steel?

Did DeLong use Japanese steel in the bridge footings?

Many thanks for what information you can give. No quantity or details requested.

Sincerely yours,

Leonard O Larsen

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APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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F-1C3-1
1 of 1

ASTORIA BRIDGE
Bridge #7949

Traffic over Bridge 7/29/66

Contract No.			Construction Cost	Use
6124 Piers	4-1803 (DeLong) RWE Estimate of work completed	11/5/62 - 4/13/64	$ 4,724,406.56	---
		Liquidated Damages	- 330,000	
	RWE projected total cost had DeLong completed		$ 7,614,422.99	$ 7,614,423
6467 Piers	4-1806 (Raymond) Final Estimate	7/30/64 - 12/5/65	$ 5,339,929.32	---
		Liquidated Damages	- 32,000	
6268 Super-structure	4-1805 (U.S. Steel Corp.) Final Estimate	12/16/63 - 11/9/66	$10,203,343.11	$10,203,343
6246 Viaduct	4-1804 (P-G) Final Estimate	8/2/63 - 9/15/65	$ 3,885,838.43	$ 3,885,838
		Liquidated Damages	- 10,000	
6499 Oregon Approach	4-1099 (Pacific Conc.) Final Estimate	11/10/64 - 5/27/66	$ 1,212,493.89	
6527 Riprap	4-1807 (Umpqua R. Navigation Co.) Final Estimate	1/18/65 - 2/27/67	$ 906,587.25	
				$21,703,604
	Oregon State Hwy. Dept. Price Index 1966 - 352 1969 - 376 Difference 24 = 7%			$ 1,519,252
	1969 Replacement Value			$23,222,856

NOTED
TOM EDWARDS

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E-11.1-1(1)
6.1.2

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1969

SUBJECT: Free Passage, Astoria Bridge

To:

R. D. Asburry
Division Engineer

East Salem Highway Building

Attached is a copy of a February 3rd letter from the Chief Engineer to the Honorable Wendell Wyatt concerning free passage across the Astoria Bridge.

Mr. Cooper's letter has limited free passage to police, State of Oregon and State of Washington personnel on official business, and U.S. military forces on official business if the person is in uniform and in a government-owned vehicle. In all cases, the key to "official business" is the publicly-owned vehicle.

Please guide operations by Mr. Cooper's letter.

From the list of toll-free passage sent in by Mr. Boyd, I see that the City of Astoria fire department has also been granted free passage. This may continue as it is within the intent of Mr. Cooper's letter.

SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

ESH:je
Enclosure

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SDR 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ASTORIA

April 18, 1969

SUBJECT: Toll Free Passage Data
Astoria Bridge

To: MEMO

Following is a list of organizations that are presently being allowed toll-free passage across the Astoria Bridge.

1. All State of Oregon official vehicles.
2. All State of Washington official vehicles.
3. Clatsop County Sheriff's vehicles - Oregon.
4. Pacific County Sherriff's vehicles - Washington.
5. City of Astoria Police Department.
6. City of Astoria Fire Department.
7. Officially licensed Army vehicles.
8. Officially licensed Navy vehicles.
9. Officially licensed Marine vehicles.
10. Officially licensed Coast Guard vehicles.
11. Officially licensed Air Force vehicles.
12. Military personnel traveling under specific military orders from one base to another base.

Richard S. Hawkins
District Maintenance Superintendent

RSH:jm

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APR 16 1969

F 003-11(6)
1-1-71

April 16, 1969

The Honorable Paul A. Hanneman
State Representative
House of Representatives
State Capitol
Salem, Oregon 97310

Dear Mr. Hanneman:

I am replying to your April 10 letter to Mr. Shaw in which you inquired about possible separate toll fees for servicemen using the Astoria Bridge.

Similar treatment has been proposed in regard to other groups. This matter has been given very careful consideration, and a policy decision was made after conferences with State of Washington officials, who are jointly involved with Oregon in the affairs of the bridge.

From a revenue standpoint, the bridge is not self-sustaining and must be heavily subsidized by the Oregon motorist and, to a lesser degree, by the State of Washington.

The adopted fee schedule was felt to be one that would encourage use of the structure and be of benefit in promoting travel and commerce in the Astoria and Oregon Coast areas. We do not feel that the tolls are excessive.

We believe that the bridge users are being fairly treated, and we are extremely reluctant to start making exceptions for various groups of citizens. Persons traveling on official governmental business and in governmental vehicles are allowed free passage over the structure. Also, we issue "commuter tickets" at a ten percent reduction.

If you wish anything further on this matter, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Lloyd F. Shaw
Victor D. Wolfe
R. B. Sipprell

LPS:ajw FC:fn

copy - Hunter - 4-18-69
ja

HOME ADDRESS
PAUL A. HANNEMAN
RT. 2, BOX 18
CLOVERDALE, OREGON 97112

TILLAMOOK COUNTY

COMMITTEES
CHAIRMAN:
NATURAL RESOURCES
VICE CHAIRMAN:
RULES
MEMBER:
HIGHWAYS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

April 10, 1969

Lloyd Shaw
Assistant State Highway Engineer
Highway Building
Salem, Oregon

Dear Lloyd,

Could the State Highway Commission set separate toll fees on the bridge at Astoria for servicemen?

Coast Guard personnel, primarily, perhaps should be considered.

Could you have someone give me a reply this week?

Thank you,

Paul Hanneman

Paul A. Hanneman

Wm. 2/69 [illegible]
Feb. 3/69 Cooper to Wyatt
Dec 17/68 Edwards to Tamblyn, C.O. USCG re armed forces on [illegible]

PAH/s

RECEIVED
APR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 3[illegible]69
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 26, 1969

Mr. C. G. Prahl, Director
Washington Department of Highways
Highways-Licenses Building
Olympia, Washington 98501

Dear Chuck:

You may or may not be aware that fire fighters have had a program of late concerning fire fighting on bridges, such as the Astoria Bridge and the newly proposed I-205 bridge across the Columbia River. It may be that this is a part of a campaign.

So that you may know our thinking with respect to this, I might tell you that, while we believe the possibility of destructive fires on structures is always present, we feel that the proposed "preventive" measures are not justified.

Although there is a certain risk, we do not believe it is of such magnitude as to warrant the installation of water mains, standpipes, and other things necessary to make it function.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Enc.

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

NOTED
TOM EDWARDS

3-31-69

TOM McCALL
GOVERNOR

OFFICE OF
STATE FIRE MARSHAL

688 CHURCH STREET, N.E. • SALEM, OREGON • 97310 • Phone 364-2171 Ext. 462

March 25, 1969

Mr. Francis R. Betzing, Fire Chief
Clark County Fire District #5
P. O. Box 112
Orchards, Washington 98662

Dear Chief Betzing:

I appreciate your consideration in taking the time to put down your thoughts on the proposed I-205 Columbia River interstate bridge.

We will forward a copy of your letter to Mr. Forrest Cooper, Highway Engineer of the Oregon State Highway Department. However, since this is an interstate bridge it is suggested that it may be more appropriate to forward your letter to your Washington State Highway Department.

Very truly yours,

C. Walter Stickney
State Fire Marshal

CWS:maf

cc: Mr. Forrest Cooper ✓

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

Fire Commissioners
M MANWELL, Chairman
CECIL BLANE
GEORGE BUMP

FOREST BAIR, Secretary
FRANCIS BETZING, Chief

Clark County Fire Protection District No. 5

ORCHARDS, WASHINGTON 98662

Headquarters:
5905 N. E. 109th Avenue

Mailing Address:
Post Office Box 112

March 24, 1969

Mr. Walter Stickney
Office of State Fire Marshall
668 Church St. N. E.
Salem, Oregon

Dear Mr. Stickney,

I am writing you on a matter which I feel is of great importance to many officials in both the states of Washington and Oregon, the Federal government, and last but by no means least the fire fighters of Clark County Fire Protection District # 5. I am referring to efforts being made to incorporate some means of fire protection and other related equipment into the plans for the proposed interstate bridge on highway # 205.

In regard to this matter, I have had the pleasure of working with Fire Chief Ken Hickey of Multnomah County Fire District # 2 in Parkrose, Oregon. I feel that both he and I could have a very serious situation develope rapidly in case of fire nearly anywhere along the some 8,000 feet of this proposed bridge and its approaches. All of us know that in this modern age of exotic fuels in addition to our normal transportation of petroleum products, an uncontrolled fire could and would knock out a major bridge such as this in a very short period of time. It is also known that any material loss such as this could be covered by insurance but I feel that the life of our fire fighters of utmost importance to me and my neighboring Fire Chief in Oregon. You as a fellow fire fighter know that our men would have very little chance of contolling any situation such as might occur in a spill of flammable liquids without having some good means of prividing water to our men in their remote position on the bridge. The time consuming and almost impossible job of laying thousands of feet of fire hose is needlessto say the wrong approach to any emergency. With properly spaced standpipes only this new structure we could have a chance to protect it properly. I also feel that some means of transmitting an alarm of fire should be installed on the structure. If you have any influence in accomplishing this protection, it would be most appreciated.

Sincerely,

Francis R. Betzing

Francis R. Betzing, Fire Chief
Clark County Fire District # 5

Stop Fires — Save Lives!

RECEIVED
MAR 21 1969
FOR ...
TOM McCALL
GOVERNOR
E-003-7 (16)
6 1 1

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 12, 1969

Dr. Stewart F. McCollom, President
Clatsop Community College
Astoria, Oregon 97103

Dear Dr. McCollom:

Thank you for your letter concerning the problem of potential students from Pacific County, Washington, attending the Clatsop Community College because of bridge tolls.

I can very well appreciate your position and concern; however, as you probably know, the Astoria Bridge project is heavily subsidized by the overall state gasoline tax. I do not believe it completely equitable to expect motorists in, say, the eastern part of our state, to have to subsidize the debt on this structure any more than is absolutely necessary.

The Highway Commission has had many worthy requests for lower tolls or for elimination, tolls entirely for certain classes of users, but in order to keep the matter completely equitable, they have had to say no.

I hope you can understand the Commission's position and trust that it will not affect a decision on your college activities.

Sincerely,

Governor

TM:mj
bcc: Highway

COPY

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MAR 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MC COLL[illegible] TO HWY 2/26

Clatsop Community College

ASTORIA, OREGON 97103
PHONE 325-0910

February 24, 1969

The Honorable Tom McCall
Governor of Oregon
Salem, Oregon 97310

Dear Tom:

There are a large number of young students from Pacific County in Southwest Washington (Ilwaco and Naselle) who are not currently being served by a community college. About twenty youngsters are currently attending Clatsop College, and an additional twenty five to thirty who would attend if the daily toll charges on the interstate bridge were not so high. As you know, the State Highway Department recently allowed a ten percent deduction on a commuter's book of ten tickets. However, this still represents a weekly expense of about $13.50 to the student. Occasionally it is possible for these young people to double up in their automobiles, but we have found that more frequently individual class and work schedules do not coincide, thus necessitating each student bringing his own automobile.

I fully realize the past pressures brought to bear on the State Highway Department to extend more liberal commuter's rates. However, I think the justification for further rate concessions to young people seeking post high-school education could be justified. Said reduced rates could be limited to the school year and week days only.

Sincerely yours,

Stewart F. McCollom
President

sms

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RECEIVED
FEB 5 - 1969
FOR FILING

F.C03-1(1-6)
6267

February 5, 1969

Mr. C. Walter Stickney
State Fire Marshal
688 Church Street, N. E.
Salem, Oregon 97310

Dear Mr. Stickney:

The Highway staff has given much thought to your letter of January 22 concerning fire protection on the Astoria Bridge.

After carefully reviewing all of the facts involved, it is our opinion that:

(1) While any segment of highway, particularly bridges, is subject to fire damage, the possibility of occurrence is somewhat remote.

(2) The structure contains no flammable material.

(3) Damage occasioned by an explosion would not be mitigated by the availability of fire-fighting equipment.

(4) The bridge is insured against fire and other damage.

Considering the above, we do not believe any additional protective measures are indicated.

We feel that any discussion of fire protection on the proposed I-205 bridge is premature, as permits for the construction of the bridge which will determine design features have not as yet been issued; therefore, no design work has been undertaken.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn lms
bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
E. S. Hunter
Ivan Merchant
L. W. Rulien
A. E. Johnson
R. D. Asburry

OFFICE OF
STATE FIRE MARSHAL

688 CHURCH STREET, N.E. • SALEM, OREGON • 97310 • Phone 364-2171 Ext. 462

TOM McCALL
GOVERNOR

January 22, 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Governor McCall has forwarded to this office a copy of your letter to him containing your comments regarding the desirability of providing fire protection for the Astoria and proposed I-205 Bridges.

Although I do agree with your opinion that there have been relatively few incidents where hazardous cargoes became involved in extensive fire or explosions, I cannot agree with the logic that the infrequency of incidents, plus adequate insurance coverage answers the problem, since with this theory there would also appear to be little reason for providing the normal safety factors of structural strength to withstand the infrequent abnormal winds, river flows, etc. It should also be noted that we are experiencing a rapidly increasing rate of hazardous highway cargoes of all types.

In relation to fire protection, it is a generally accepted policy to evaluate a hazard not only by the frequency or probability of incidents but also by the damage potential such as in the case of ordinary fertilizer grade ammonium nitrate or nitro-carbo nitrate. Although these materials seldom explode when involved in fire, in some cases, usually involving confinement, such as in truck bodies and ship holds, explosions do occur with a force roughly estimated as sufficient to destroy ordinary structures at the rate of one block per ton. This is the type of explosion that has occurred at Texas City, Texas, Hamburg, Germany, Roseburg, Oregon, and just last

summer near a small community a few miles north of Roseburg.

In reference to the numerous unprotected small bridges in Oregon, most of them would not seem very relevant to this question because of their length, height, construction and location. Although Oregon has suffered relatively few bridge fires, national fire records indicate that fire and explosion damage to bridges is not uncommon, particularly bridges of unusual length and height and with exposed or unprotected steel structural members, and national standards and recommendations have been developed for this purpose.

As regards the Astoria and proposed I-205 Bridges, it seems to me the primary consideration is the potential hazard to life, as well as the economic loss in event of an extended interruption of normal commerce. Damage of this type would seem particularly unfortunate should it occur as a result of a controllable incident that was not controlled because of inadequate preplanning, and it is therefore recommended that further consideration be given to providing fire protection for these structures.

We are enclosing National Standard N.B.F.U. #502 and additional information relative to providing such protection, including some recommendations forwarded to this office by Chief Ken Hickey. Further reference information is available in Chapter 8, twelfth edition, of the National Fire Protection Association "Fire Protection Handbook." If additional information or discussion should be desired, Chief Rautio of Astoria, Chief Hickey of Parkrose, and Chief Betzing of Clark County Fire District #5, as well as this office, will be most willing to meet with you at any time.

Very truly yours,

Walt Stickney

C. Walter Stickney
State Fire Marshal

CWS:maf

cc: Governor Tom McCall

RECEIVED
JAN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE OF
STATE FIRE MARSHAL

688 CHURCH STREET, N.E. • SALEM, OREGON • 97310 • Phone 364-2171 Ext. 462

TOM McCALL
GOVERNOR

January 22, 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

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Very truly yours,

Walt Stickney

C. Walter Stickney
State Fire Marshal

CWS:maf

cc: Governor Tom McCall

RECEIVED
JAN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Fire Protection Recommendations for Proposed I-205 Bridge

From: Chief Hickey - Parkrose Fire Dept.

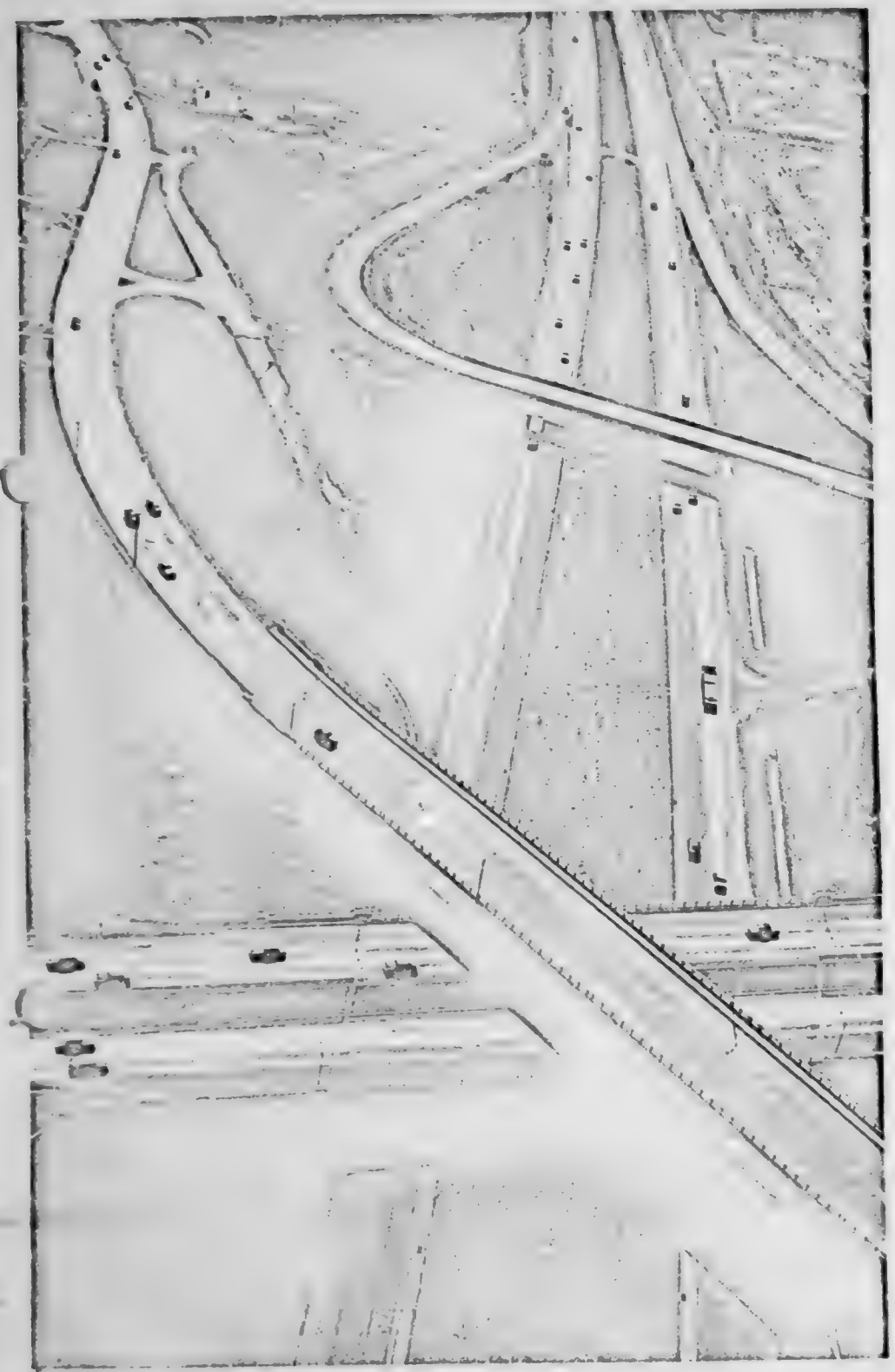
Without going into lengthy details regarding justification for providing fire protection, at this time it seems proper to briefly summarize the items needed to provide a reasonable degree of protection. The tentative plans call for a bridge of approximately 8000 feet in length with sufficient height to clear river traffic, located East of the Portland International Airport. This location places the bridge about 3.5 miles travel distance from Rural Fire District No. 2 in Oregon and Clark County Fire District No. 5 in Washington. Airport crash facilities are presently being planned for completion in the next three years at the Eastern end of the present runway, at about N.E. 96th Avenue. If access were provided from the vicinity of Marine Drive, together with a contract with the Port of Portland and suitable fire apparatus such as a "Light Water PK" rig, excellent coverage would be available. An incident involving flammable liquids would then be only a mile or two from <u>trained</u> personnel, with municipal type apparatus from the fire districts as back-up.

Since public water mains in both states are adjacent to the proposed site a dry pipe of about 500 GPM would be possible.

A public safety alarm system for both calling police and fire, and, traffic control would be economically feasible with the recently developed Radio alarm systems.

Every effort should be made in the design to divert any possible flammable liquid spill from flowing beneath vehicles, by use of roadway crowns, curbs and scuppers.

Some additional radio communications would also be necessary to provide a tie-in for the three fire emergency agencies.



Cities Service Company

A view of the New Jersey Turnpike (reaching to the top of the photo) where it is crossed by the Garden State Parkway (the horizontal highway in the foreground) in a rural area.

Superhighway Fire Protection

By Herbert R. Bogardus, Manager, Technical Division

Fire Insurance Rating Organization of New Jersey

It is obvious that our present-day economy and prosperity are so dependent on adequate transportation that we must constantly devote our efforts and talents to the expansion of these facilities. Highway construction will be greatly accelerated, at least during the next fifteen years under the Federal Highway Program. Such progress carries with it the responsibility for providing adequate fire protection along these public thoroughfares. Many of us, who are closely associated with fire safety, feel that this phase of highway planning has received only casual consideration, with the result that frequently emergency service and communication facilities have proved to be inadequate or nonexistent.

Scope of Problem

Superhighways and accessory structures present two major fire protection problems. One problem concerns the protection which should be provided for the vehicles using the highways, to safeguard the lives and property which such vehicles transport. The second problem concerns the protection of permanent installations operated by or in conjunction with the facilities. Protection to life must, in all cases, merit primary consideration, while protection to property becomes of major importance by reason of the ever increasing value of commodities being transported by motor vehicles. Properties adjacent to bridge approaches and elevated structures may present a third problem in that they should be protected in those instances where vehicle fires could result in serious exposures.

Based on a talk by the author presented at the 61st NFPA Annual Meeting held in Los Angeles, Calif., May 20-24, 1957.

Many of the problems are typical of those found in our municipalities and protection may be provided by established conventional means. However, superhighways through rural areas are, in many cases, remote from municipal fire departments and limited access to the highways and accessory structures frequently precludes the prompt response of municipal apparatus and equipment. On such highways, the problems are complicated by the lack of adequate communication facilities for the reporting of emergency conditions and the lack of means for warning approaching vehicle operators of emergencies, hazardous conditions, or visibility limitations.

Basic Problem Areas

Protection to service areas, interchange toll booths, and structures used for administration, law enforcement and maintenance, present problems similar to those encountered in municipal jurisdictions, except that buildings are frequently isolated and remotely located from existing fire protection. Protection to life and property transported by vehicles is considerably more complicated in that the location of emergencies cannot be predetermined and may occur at any point, or simultaneously at several points, along the course of any facility. Fire emergencies that may be anticipated range from incipient fires in passenger vehicles, with no threat to human life, to major accidents, involving loaded buses, or trucks carrying flammable liquids or other hazardous cargoes. Heavy traffic and adverse weather conditions contribute to the involvement of approaching vehicles in accidents so as to aggravate the seriousness of any incident.

Studies indicate that there are three inter-dependent considerations: the first is the rapid transmission of alarms to proper authorities and a simultaneous warning to approaching vehicle operators; the second is the response of appropriate apparatus and manpower with a minimum of delay; the third is a matter of rescue operations, followed by fire extinguishment when necessary.

When lives are endangered by fire, the possibility of effective rescue operations decreases rapidly with any delay. The reporting of accidents by drivers of passing vehicles loses much of its value unless adequate and readily available means of communication are provided. Distances to interchanges, service areas, and toll booths, or other communication facilities, and indecision, due to unfamiliarity with the facility, will often consume the limited time available for effective action.

Control of traffic is a continuous problem from the time of the occurrence of any emergency to the time of removal of the occupants and vehicles from the highway. Police patrols have, on occasion, been overwhelmed by the volume and speed of traffic. Experience has indicated that the slowing of traffic is, nonetheless, essential to the minimizing of the hazard of multiple collisions once an accident has occurred.

Role of Highway Patrols

Primary dependence for the reporting of incidents is, in many instances, placed upon radio-equipped highway patrol cars. Many highways are protected by extremely efficient highway patrols, some arranged to keep all portions of the facility under surveillance at intervals of not more than ten minutes. However, such schedules are subject to disruption and delay by minor incidents and the apprehending of law violators,

California Division of Highways

Compare this view of the start of the Santa Ana Freeway with the view at right taken from the same location five years later.

California Division of Highways

The same view as at left five years later. Preplanning is necessary to reach accident sites on limited access thoroughfares.

which seriously disrupt the frequency of patrols past any given point on the longer highways. Studies have revealed that patrols may be delayed for periods of thirty minutes to more than one hour, depending on traffic conditions and incidents requiring the attention of the patrol officers.

Added Problems With Tunnels, Bridges

Certain of the structures which are accessory to our superhighways present special problems in fire protection which are not common to the open highway. When accidents with resulting fires, or serious fire potential, occur in tunnels, the problems encountered on the highway are multiplied by reason of sloping road beds, ventilating systems which may be inadequate to cope with combustion gases and heat, and possible interruption of illumination facilities. In unsprinklered tunnels, this problem is particularly severe. Elevated structures and bridges present problems similar to those encountered on the open highway, but they are compounded by reason of lack of accessibility and the potential destruction of the structure by exposure of critical supporting members to heat and flame attack.

Responsibility Question

Whether or not the responsibility for maintaining a reasonable degree of fire protection on these facilities is a responsibility of the operating authority, is a matter which has not been well established. However, where tolls are charged, it appears that the operating agency has certain legal responsibilities, and in those cases where tolls are not charged, at least there is a moral responsibility on the part of the operating authority, which must not be overlooked. In all instances the operating authorities must be well versed in matters of fire protection, and prepared to effectuate a complete program of fire protection.

It is evident that there has been some general recognition of the fire protection problem on certain of our modern highways. In some instances, contracts have been negotiated between the operating authority and the various fire departments enroute, whereby municipal fire companies and emergency squads respond on receipt of alarms within distances up to fifteen miles. In certain cases, however, local municipal protection is not available, particularly on limited access highways where the lack of access lanes nullifies the feasibility of such services. It is generally considered that under these conditions municipal protection can only be considered supplementary to that which should be provided by the operating agency.

Restricted Use Philosophy

In certain instances, operating authorities have attempted to minimize the fire hazard potential by restricting the use of the facilities to private passenger vehicles. Obviously, such limitation precludes the maximum economic use of the highway, and in some instances, such limitations have resulted in extremely unprofitable operation of toll facilities. Furthermore, such restriction defeats the purpose of the highway to a great extent in that it thereby does not relieve adequately traffic congestion on city streets. In other instances, structures requiring fire protection (such as restaurants and service stations) have been excluded from these facilities. This policy does not seem to be consistent with the needs of the traveling public, and such a policy results in further congestion at interchanges and adjacent communities since service facilities, including restaurants and service stations, would then be concentrated near the highway exits. It seems certain, therefore, that most modern highway facilities will be used by all types of vehicles and cargoes presently permitted on public thoroughfares and that structures requiring fire protection will be essential to efficient operations. The only exceptions may be that certain facilities (such as tunnels) may exclude certain types of cargo vehicles hauling "dangerous" commodities. It follows

California Division of Highways

Los Angeles is famous for its "freeways." This view looks north along the Harbor Freeway showing the 3rd Street connecting ramps in the foreground. Traffic control along such superhighways is an essential to handle emergencies effectively.

City of Seattle, Engineering Dept.

Sprinklers for vehicular tunnels are recommended. In the 2,134-ft.-long Battery Street Subway in Seattle automatic open-head deluge type sprinklers are installed. Fourteen separate six-inch systems are under automatic rate-of-rise and fixed temperature control. The systems also can be manually operated from inside the tunnel. Each sprinkler provides coverage for 72 square feet of roadway and sprinkler deflectors are positioned two inches above the bottom of the 34-inch-deep concrete beams.

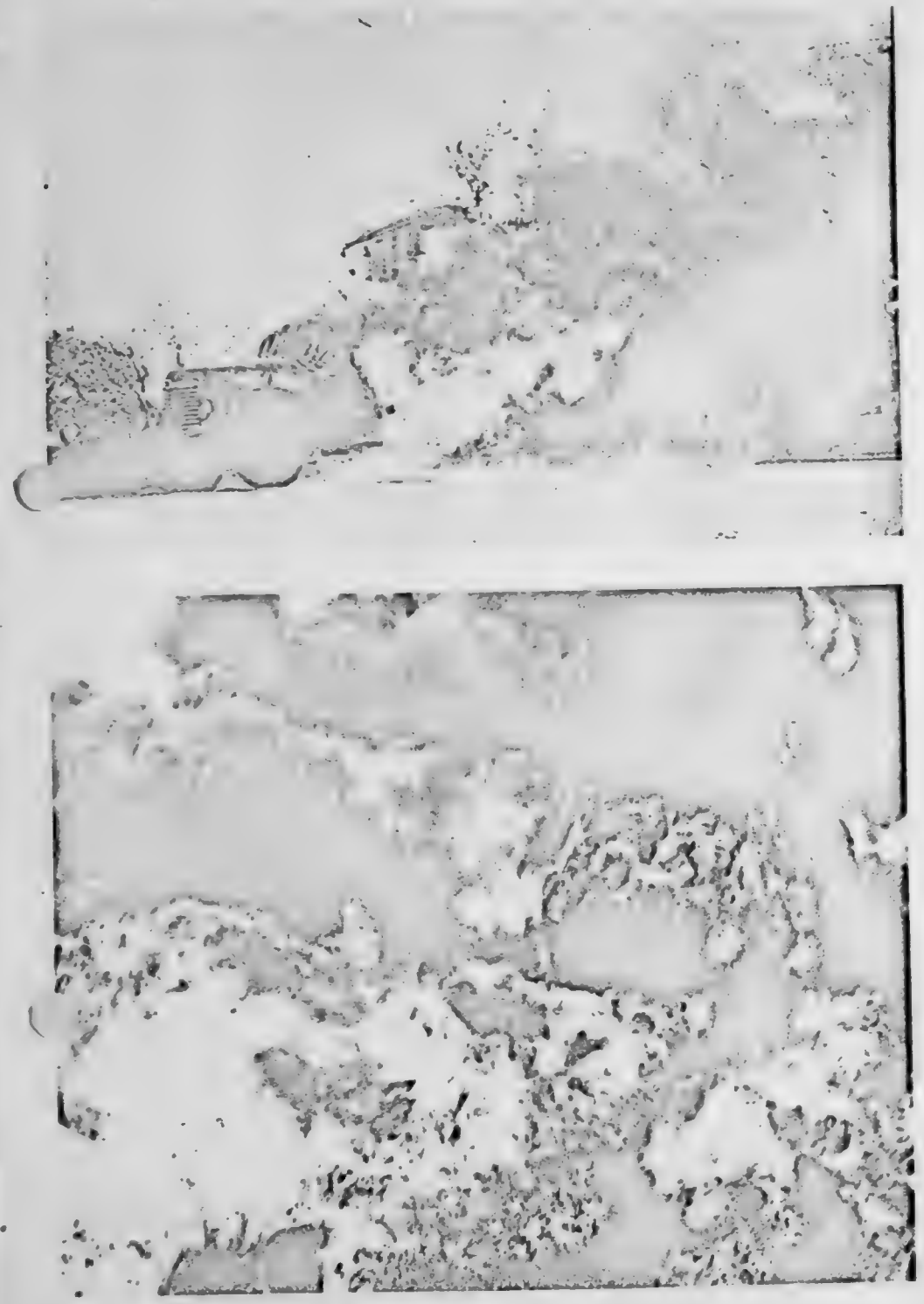
that essential features of fire protection must be provided in the public interest.

Highway Recommendations

The following comments and recommendations are deemed to be worthy of consideration by those responsible for the construction and operation of limited access highways and accessory structures. Most of these recommendations are included in a publication issued by the National Board of Fire Underwriters titled "Standard for the Protection of Limited Access Highways, Tunnels and Bridges" (NBFU No. 502) which is available from their offices.

Safety Aisle Utilization

Highway construction of the safety aisle, or separated roadway design, should include the installation of direct buried underground cable, installed in the center strip, to provide circuits for emergency alarm use and for traffic control systems, warning signs, lights and voice transmission. The center strip location may be criticised because of the need for lateral crossings of the roadway to extend circuits to emergency reporting stations on the right hand shoulder so as to be accessible from the slow lane of traffic. Where lateral crossings are impractical it will be necessary to install dual cables along the outer edges of the roadway. I recommend, however, that further study be given to the location of all service facilities, maintenance buildings and communication facilities in the center strip with the approach and departure lanes from the fast traffic lane.



Associated Press Photo

Overfilling of the gasoline tanks on this tractor-trailer truck and subsequent spillage caused a fire when the fuel dripped on the exhaust piping. The top photo shows the extent of the fire before the fuel tanks exploded which produced the flash fire seen in the lower photo. The accident occurred on U. S. Highway No. 20 on May 4, 1955 near Fredonia, N. Y.

Communication Centers

It is further suggested that consideration be given to combining service areas, maintenance depots and communication headquarters at single locations at about 30-mile intervals on open throughways rather than random spacing of individual installations and structures. Such concentrations of structures, with reasonable exposure separation, would minimize the fire protection problem by reducing the number of protection installations required. The foregoing comments are closely related to the following specific recommendations intended to provide an acceptable degree of fire protection.

Public Alarm Stations

Primary consideration should be given to the installation of an emergency alarm system whereby notification of emergencies may be transmitted to an appropriate authority by the general public from locations along the highways at not more than two-mile intervals. When located in the center strip, only single stations are required, but where outside locations are necessary, the stations should be installed opposite each other so as to discourage crossing of the traffic lanes by pedestrians. Alarm transmission may be provided by the installation of outdoor telephone type boxes, or coded fire alarm telegraph stations. They should be made conspicuous by indicating lights and markers. All patrol vehicles, maintenance trucks, service cars, and emergency apparatus as well as toll booths, should be equipped with three-way radio systems.

Highway Fire Stations

Where suitable municipal apparatus, with adequate manning, is not available within a road-traveled distance of five miles, or where response within a period of ten minutes cannot be assured, fire stations with properly designed and equipped apparatus should be located at approximately thirty-mile intervals on any open highway. Such apparatus should be manned by trained personnel and should be located at maintenance and service areas where at least one man is on duty at all times and where additional personnel is available on short notice.

Highway Fire Apparatus

Apparatus should generally be of the conventional type with some modification. Where appropriate, combination apparatus providing the essential features of fire apparatus (as described below), together with that equipment normally provided on automobile wrecker or crash type emergency equipment, should be used. Apparatus should carry essential first aid equipment and could be designed so as to permit the transport of injured persons where rescue or ambulance equipment is not provided as a separate service.

At minimum, apparatus should be built on a chassis of adequate load rating; be radio-equipped; have a large capacity alternator with a three-phase transformer, a 200-gallon-per-minute pump operated through a power take-off; a water tank of at least a 300 gallon capacity; an inline dual proportioner with a 30-gallon foam solution tank, and a 30-gallon wetting agent tank, or equivalent equipment; two 200-foot preconnected lines of 1½-inch cotton rubber lined hose; one turret mounted on the cab roof, two 15 to 25 lb. dry chemical extinguishers; two loaded stream extinguishers; assorted entry tools; and a collapsible ten-foot ladder, shovel, flood lights, cutting torches and power tools. When such apparatus is to serve as wrecking equipment, a power winch for use in conjunction with a demountable "A" frame and heavy jack should be provided. In remote areas, where water supplies are available from natural sources, portable pumps should be carried on maintenance vehicles.

Mutual Aid Arrangements

In addition to such specialized highway apparatus, definite arrangements

for the response of nearby municipal fire companies and emergency squads should be made. Access roads permitting the entrance of outside fire companies to the facility should be provided where feasible.

Protection of Servicing Areas

Service and maintenance areas and permanent installations should be protected by automatic sprinkler systems and public water supply systems, with accessible hydrants, where such supplies are available. Where public water supplies are not available, sprinkler systems should be supplied from pressure tanks and wells. Storage of at least 50,000 gallons as suction supply to fire department pumpers should be provided for unsprinklered buildings.

Emergency Traffic Control

Emergency traffic control systems designed to interrupt or retard traffic should be installed. Such equipment would serve the dual purpose of preventing the involvement of additional vehicles in one accident and of slowing traffic during inclement weather conditions. It is suggested that such equipment be installed on a zone control basis, with provision for control by an operator at a central location or at toll booths.

Training of Personnel

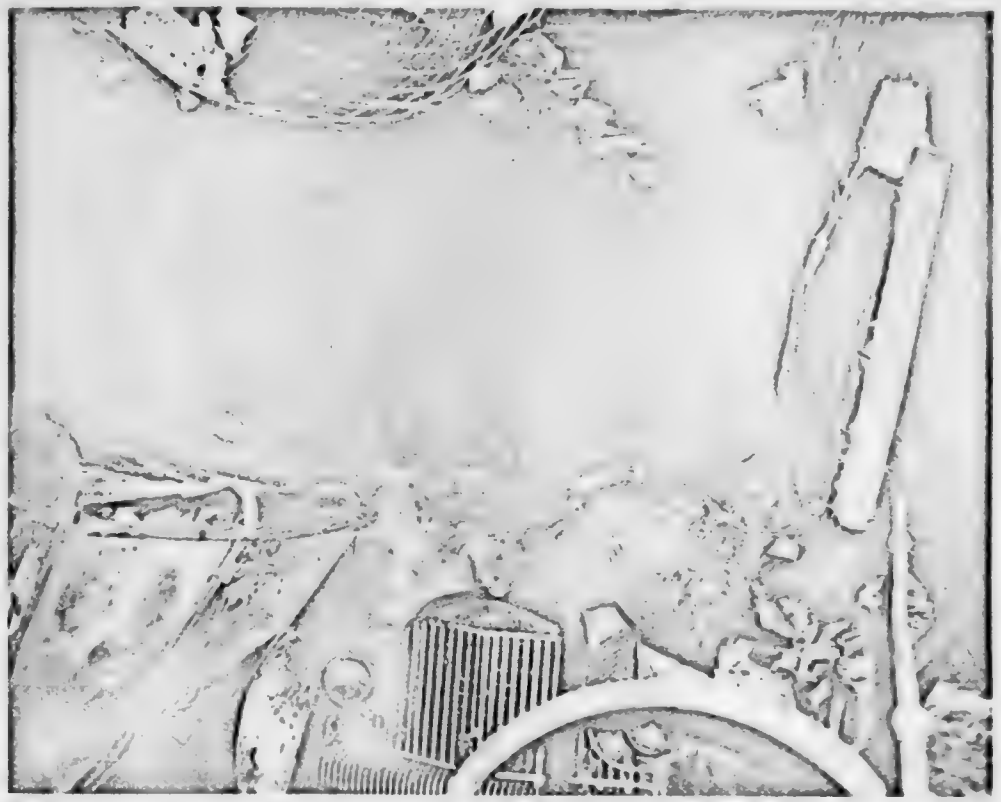
In order to derive maximum benefit from the recommended features, comprehensive training programs are necessary for all personnel expected to participate in fire fighting and emergency operations. Such a program should involve the employment of a competent supervisory staff, experienced in fire fighting techniques.

Public Education

In addition to the training of highway personnel, steps should be taken to inform the general public as to the facilities provided for their protection, and definite instructions should be issued concerning the procedure for calling for assistance and reporting

Acme

This truck caught fire in the Holland Tunnel and had to be towed out after Port Authority personnel controlled the blaze in the tunnel. Foam and carbon dioxide were used in extinguishing operations with tunnel fire mains supplying water for foam by pick-up nozzles.



Acme

The most serious tunnel fire occurred on May 13, 1949 when a 16-ton trailer truck loaded with eighty 55-gallon drums of carbon disulphide caught fire in the Holland Tunnel between New York and New Jersey. Ten trucks were destroyed and a 500-foot section of the unsprinklered tunnel was heavily damaged (see July 1949 NFPA Quarterly, page 78). The fire demonstrated the efficiency of the communications and ventilation system in the tunnel and the need or more rigid inspection of truck cargoes accepted for tunnel traffic (see October 1951 NFPA Quarterly, page 144).

emergency situations. It is suggested that the reverse side of tickets issued at toll booths bear suitable instructions with prominent and appropriate notation on the face; where no tickets are issued for the use of the facilities, signs should be provided or folders distributed at toll booths, service areas and information centers.

Tunnel Recommendations

The following recommendations are applicable to tunnels.

Tunnel Alarms

Means should be provided whereby emergency alarms may be transmitted either by the general public, or by patrolmen stationed in the tunnel. This may be by the installation of coded alarm or outdoor type telephone boxes at intervals of not more than 300 feet, or at posts of foot patrolmen, where they should be made conspicuous by indicating lights and markers.

Tunnel Traffic Control

A traffic control system should be provided, interlocked with the fire alarm system turning all signals red between the point of alarm transmission and the tunnel entrance, and yellow between that point and the tunnel exit, or controlled by personnel on duty with definite instructions for emergency procedures. When supervisory or toll collection personnel are on duty, it is suggested that consideration be given to the installation of a limited range radio

transmitter, broadcasting over an unused commercial station frequency, by means of bare wire on insulators near the top of the tunnel. Such transmission could then be received on automobile radios, by occupants notified of this service, by signs, and by public address systems used for announcing traffic and emergency conditions.

Tunnel Fire Apparatus

Suitable apparatus should be available within one mile of each tunnel exit, but preferably at the exit location. Apparatus should be similar to that recommended for limited access highways, but due to the limited operating conditions, it should be designed for double-end operation; equipped with "dollies" for towing disabled vehicles from the tunnel; carry an adequate supply of water, foam, complete self-contained breathing apparatus, cutting torches, forcible entry tools, and tarpaulins for protecting exposed vehicles. These vehicles should be radio-equipped.

Tunnel Sprinklers and Water Supplies

A water supply system adequate to supply sprinklers and 1500 g.p.m. for standpipe hose streams should be installed, connected at each end to storage tanks, or supplied from an adequate municipal water system when available. Mains of at least 6-inch diameter should be placed on each side of the roadway with suitable interconnection and valving facilities to allow isolation and repair of any section without materially impairing the supply. Hose connections should be installed and conspicuously marked at a maximum of 150-foot intervals. Where freezing conditions are likely to be encountered, piping should be protected and a small pump should be provided to continually circulate water through the system. Serious consideration should be given to the installation of zone controlled manual deluge sprinkler systems in long tunnels since fires in such structures have resulted in extensive structural damage and difficult fire fighting procedures.

Wide World

Bridge fire fighting truck attacking flames involving 2 cars on the San Francisco-Oakland bridge following a 4-car rear-end collision.

Tunnel Portable Extinguishers

Fire extinguishers suitable for hand use on all classes of fires should be placed on both sides of the road bed in well-marked flush wall cabinets at intervals of not more than 200 feet. Sand boxes of ten-cubic-foot capacity should be placed at every 500 feet.

Tunnel Ventilation

The ventilation system should be designed to completely change the atmosphere within the tunnel about every two minutes and to keep the concentration of carbon monoxide below four parts per ten thousand under heaviest conditions. For emergency ventilation and standby units, at least 25 per cent overcapacity should be installed. It is strongly recommended that, when supervisory personnel are continuously on duty, the system be designed on a sectional basis so that when an emergency occurs the blower fans in the section involved and the exhaust fans of adjacent sections can be shut off, thereby creating a longitudinal flow of air directed toward the fire area.

Tunnel Drainage

An adequate drainage system should be provided with a sump pump at every low point in the tunnel.

Bridges and Elevated Highways

Bridges and elevated structures merit special consideration because of the lack of accessibility.

Bridge Alarms

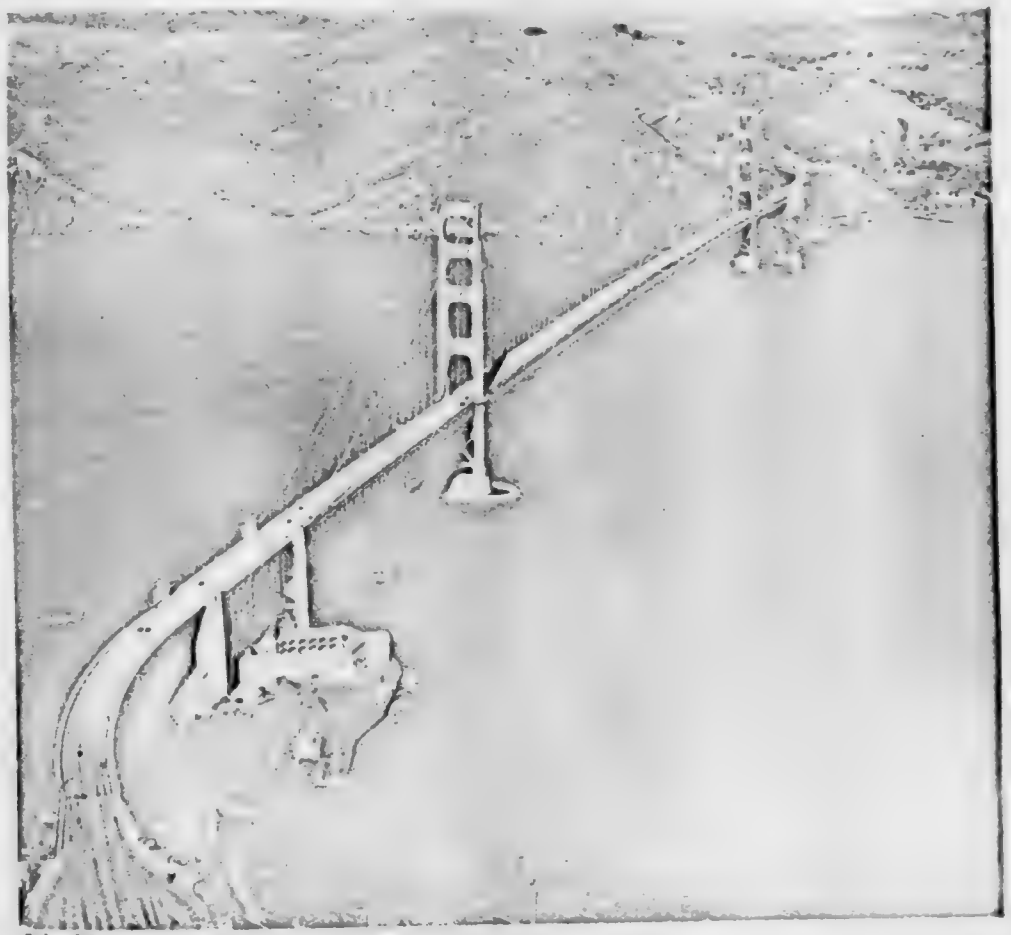
It is essential that means be provided for the transmission of emergency alarms. This may be accomplished by the installation of outdoor type telephone or code alarm boxes at intervals of approximately 500 feet on bridges and 800 feet on elevated highways. They should be conspicuously marked and provided with indicating lights.

Bridge Traffic Control

A traffic control system should be provided so that vehicles will stop or proceed with caution. On elevated highways it is desirable that such a system be designed on a block basis and interlocked with the alarm system so that traffic in adjacent blocks will be notified. On bridges, it is desirable that the interlocking with the alarm system be such that all signals between the point of alarm transmission and the bridge approaches be turned red.

Bridge Fire Apparatus

Suitable apparatus should be available within one mile of all points on



Redwood Empire Association

One of the most beautiful structures of its kind in the world, the Golden Gate Bridge links San Francisco with the rest of the Redwood Empire. Note in the far background the southern entrances of the Golden Gate Bridge Freeway twin tunnels.

elevated structures and bridges; municipal apparatus may afford adequate protection where structures are accessible from ramps and ladders. Design of apparatus intended for use on bridges or elevated structures should be similar to that recommended for open highways, and should have braking equipment adequate under all conditions, both to maintain a position on any existing slope and to restrain disabled vehicles being towed from such slope. The apparatus should be radio-equipped.

Bridge Water Supplies

Standpipe systems capable of supplying not less than 500 gallons per minute at suitable pressure should be installed, to be supplied from pumpers in the street below and, if available, from fire boats or drafting points. It is desirable that duplicate systems be installed in each side of the roadway and that the systems be cross-connected. Where freezing conditions prevail, systems should be of a dry type. Such systems have been recommended for certain installations but in most instances installations have been limited to railroad bridges where actual need has been demonstrated.

Bridge Sand Boxes

Boxes or piles of sand should be provided for use during icy weather conditions and for diverting or restricting the flow of flammable liquids.

Conclusions

These comments have been prepared for the guidance of those individuals and agencies responsible for the construction, operation and maintenance of modern, limited access highways and structures. Such facilities, by reason of their design, present fire protection problems not normally encountered on conventional traffic arteries.

The recommendations set forth are applicable to existing facilities and special consideration should be given to these matters in the planning of future construction. Compliance with the recommendations will reduce the inherent hazards of fire as affecting safety-to-life, the destruction of highway vehicles, damage to buildings, structures and equipment functional to the operation of these facilities, and the protection of motor vehicle cargoes of ever increasing values. They also apply to a lesser extent to buildings and structures so located as to be exposed to the hazards of highway operations.

Of course these suggestions and recommendations do not completely resolve the problem, neither do all of the features apply to all construction. However, the recommendations are worthy of consideration and certain suggested innovations with regard to location of structures and tunnel sprinkler protection merit further study and constructive thinking.

Uranium Scrap Fire Control

By F. L. Brannigan*

Safety Engineer, Safety and Fire Protection Branch

United States Atomic Energy Commission

Normal (or depleted) uranium† scrap is generated in the machining of massive uranium metal to produce reactor fuel elements in a variety of shapes. It is quite subject to spontaneous ignition, though fire can generally be avoided by storage completely submerged in oil or water. Extremely fine material such as grinder dust has been known to ignite even under water. Fires also occur in coarser scrap as a result of failure to immerse the material completely or because of damage to drums which causes the water to leak off.

In outside storage, such fires can be handled by well-proved techniques. The drums near the burning drum are removed by an operator on a shielded forklift truck. The burning drum is placed in a larger drum which is then filled with water. Hydrogen gas is generated but burns off or is dissipated in the open. (The problem of the generation of hydrogen gas in storage is not considered in this article.)

As progress is made in the peacetime uses of atomic energy, more and more normal uranium will be handled in private industrial plants and research activities. Many such locations, particularly in cities, lack convenient outside storage facilities. The question arises as to the safest way to protect the storage of normal uranium scrap within a building.

It was believed that automatic sprinkler coverage would be satisfactory for the protection of normal uranium scrap in inside storage, but there was little data to counter the opinion that operation of automatic sprinklers on a normal uranium fire might result in a serious hydrogen explosion. Accordingly, tests were conducted by the Health and Safety Division of the AEC Feed Material Production Center, Fernald, Ohio, operated by the National Lead Company of Ohio.

The Test Fires

The test fires involved 30-gallon drums of normal uranium scrap (about 250 pounds per drum). All drums but one contained scrap under water soluble coolant. The dry drum was fired. The numbers shown in Figure 1 show the location of the fire drum for each test.

Conclusion

The conclusion is drawn that automatic sprinkler protection is satisfactory for the storage of normal uranium scrap. While the fire in the drum of origin may not be extinguished, it is most unlikely that the fire will extend beyond the drum of origin. No violent hydrogen explosion results even when a sprinkler discharges directly into a drum of burning uranium.

The following recommendations are made:

1. Automatic sprinkler systems should be supervised.

2. Lowest practicable temperature rating on heads.

---

* Member, Chesapeake Chapter, Society of Fire Protection Engineers.

† Normal, i.e., natural uranium. For the protection of uranium enriched in the *fissionable* isotope U-235, water is *not* indicated due to its moderating and reflecting qualities which might create accidental critical masses. Depleted uranium is uranium in which the proportion of U-235 has been reduced.

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FOI

F-003-.2(-)

6268

February 3, 1969

AIRMAIL
The Honorable Wendell Wyatt
Member of Congress
House of Representatives
Washington, D. C. 20515

Dear Wendell:

Since the opening of the Astoria Bridge, we have been under constant pressure to issue free passage across the bridge. The decision to issue such passage is a difficult one to face. The schedule of tolls now in effect was established after long and careful study and after conferences with the State of Washington which is a partner (albeit a junior partner) in the ownership and operation of the bridge. A toll schedule that would have paid the interest, bond maturities, maintenance, and other costs would have, in our opinion, been inordinately high and would be an economic detriment to the area; therefore, we anticipated a deficit of three-quarter to one million dollars per year during the early life of the bridge. The deficit for the last calendar year was approximately $900.000.

We permit free passage of police, State of Oregon and State of Washington personnel on official business, and U. S. military forces on official business, if the person is in uniform and in a government-owned vehicle.

We have previously had the request for free passage from the Coast Guard, although its request as indicated in its letter does not seem to be of the magnitude suggested in your letter.

We have a reduced fare schedule in that tickets may be bought in books of ten or more at a ten percent reduction. The expense can be greatly reduced to the individual by taking a number of people in one vehicle.

The State of Washington does not issue "Annie Oakleys" to servicemen using its toll bridges and ferries and charges official Armed Forces vehicles also. I am doubtful that military service is recognized on other toll facilities.

I realize that decisions such as this are not popular, but we are extremely reluctant to open up the matter of reduced fares or free use of the bridge.

Kindest regards,

Forrest Cooper
State Highway Engineer

TE:ja FC:fn lms
bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Ralph Sipprell
E. S. Hunter

WENDELL WYATT
FIRST DISTRICT
OREGON

COMMITTEE:
APPROPRIATIONS

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

Congress of the United States
House of Representatives
Washington, D. C.

.8344

REFERRED TO Edwards
DRAFT P. 1-24-69

January 24, 1969

Mr. Forrest Cooper
Oregon State Highway Commission
Salem, Oregon

Dear Forrest:

An inquiry has been made regarding the fees charged on the Columbia River bridge at Astoria, Oregon.

It seems there are approximately sixty servicemen stationed at Cape Disappointment on the Washington side of the river. I am advised that these men come into Astoria to do their shopping and must necessarily pay the $3.00 round trip fee on the bridge. To men in the lower pay grades in the service this, of course, could be a burden to them.

It has been suggested thatperhaps a lower fee could be made for these servicemen using the bridge, perhaps $1.50 round trip.

I do not, of course,know whether such a plan as this would be feasible but perhaps you could advise me concerning this matter.

Sincerely,

Wendell Wyatt

WENDELL WYATT
Member of Congress

WW/c

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JAN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1968
FOR . . . .
F 003-1(6)
224

December 17, 1968

Lt. J. E. Tamalonis
Commanding Officer
Cape Disappointment Station
U. S. Coast Guard
Ilwaco, Washington 98624

Dear Lt. Tamalonis:

Reference is made to your letter of December 12. I am sorry that I can offer you no relief concerning the problem of transportation of dependents across the Astoria Bridge for medical treatment.

Our policy (which has been stated and cleared with the State of Washington, which participated in the construction of the bridge) is that the armed forces on official business only will be permitted to cross the bridge free of charge.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 8168)
E. S. Hunter (enc.)

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to: 3100
Commanding Officer
Cape Disappointment Station
Ilwaco, Washington 98624

1700
12 December 1968

Edwards

Mr. Forrest Cooper
State Highway Building
Salem, Oregon 97301

Dear Mr. Cooper;

I am writing for information to obtain three (03) passes to be used by this unit on the Astoria, Oregon Bridge.

This unit has a peculiar problem with transportation of dependents for medical treatment. The medical clinic is located in Astoria, Oregon and whenever medical treatment is needed by members of this unit or their dependents, we always try to furnish government transportation. However, this is not always possible and then they must use their private vehicle.

At the present time I am trying to obtain a hospital corpsman to be stationed at this unit to administer medical treatment, but the chances of this are slim.

Any help that you can give me in this matter would be greatly appreciated.

Sincerely,

J. E. TAMALONIS
Lieutenant, U.S. Coast Guard
Commanding Officer

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DEC 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1969

SUBJECT: Astoria Bridge

To:

Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

The following is the data you requested regarding the Astoria Bridge:

The ADT in 1967 was 1,149 and in 1968, 1,154.

The total vehicles in 1967 were 419,236 and in 1968, 422,360.

Revenue:	1967	1968
Cash Tolls	$ 613,839.55	$ 593,639.75
Coupon Sales	68,822.00	89,935.65
Total Revenue	$ 682,661.55	$ 683,575.40
Expenditures:		
Salaries and Wages	$ 45,620.43	$ 47,679.70
Materials and Supplies	21,994.07	1,987.68
Insurance	38,633.83	38,633.83
Bond Interest	713,800.00	681,800.00
Bond Maturities	800,000.00	800,000.00
Total Expenditures	$1,620,048.33	$1,570,101.21
Gross Operating Deficit*	$ 937,386.78	$ 886,525.81
Washington Subsidy	200,000.00	200,000.00
Net Operating Deficit (Oregon)	$ 737,386.78	$ 686,525.81

RECEIVED
JAN 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

E. S. Hunter
Maintenance Engineer

By Robert N. Bothman
Robert N. Bothman
Assistant Maintenance Engineer

NOTED
FORREST COOPER

RNB:aj

NOTED
TOM EDWARDS

FORM S-30 SOM 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1969

SUBJECT:

To: Mr. E. S. Hunter
Maintenance Engineer

Please furnish data in order that Mr. Cooper may advise the Governor of the following concerning the Astoria Bridge:

1. The ADT in 1967 and 1968.

2. The financial statement for both years, with a detailed total of revenues and a detailed total of expenditures, with the totals broken down to payments made by Washington and by Oregon.

3. I would be interested in one further bit of information -- namely, how much of our revenue was in scrip and how much was cash for the year 1968.

I attach data which will be helpful to you in making this analysis.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

MAINTENANCE ENGINEER
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FORM B-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

F-602.1(10)
6119

Equipment Department
Salem
January 14, 1969

SUBJECT: Fire Pump for ~~Interstate~~ (Astoria) Bridge

To: E. S. Hunter
Maintenance Engineer
HIGHWAY BUILDING

Attention: R. N. Bothman

Paco Pump - Mod. 3015-5

Capacity 540 GPM @ 100 PSI and 1900 RPM

Available at: Pacific Pumping Company
2551 N. W. 30th
Portland, Oregon

Cost $496.00

International Diesel Engine - Mod. UD-236

Available at: Howard-Cooper Corporation
8501 N. E. Killingsworth
Portland, Oregon

Cost $2,067.75

Power-take-off available at Howard-Cooper Corporation

Cost $181.00

2,744.75

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

MAINTENANCE ENGINEER
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JAN 14 1969
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Howard H. Read
Equipment Superintendent

By: Walter A. Hill
Walter A. Hill
Assistant Equipment Superintendent

WAH:clr

RECEIVED
JAN 8 1969
FOR FILING

January 6, 1969

Mr. Kenneth E. Johnson
Deputy State Treasurer
State Capitol
Salem, Oregon 97310

Dear Mr. Johnson:

This is in response to your January 3 request concerning questions about Astoria Bridge finances.

The total cost of the structure that was included within the bond project is approximately $26,000,000. This can eventually vary, depending on the outcome of present litigation. I assume that the cost in excess of $24,000,000, which will also include interest charges, will be underwritten by a continuance of the tolls. This is subject to future change or adjustment either by Highway Commission or by legislative action. The bonds are a general obligation.

The actual deficit for the calendar year 1968 was $886,325.81. This deficit is divided between Oregon and Washington by the formula which you mentioned.

Oregon's share of the deficit reduces the money available for construction by a like amount. However, it would be impossible to pinpoint any specific project which must be delayed or deferred for this reason.

If there is anything further that you need, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms lms
bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison

Hon. Robert Straub, Treasurer
State of Oregon
Salem, Oregon 97310

Dear Bob:

In October of last year, when I read that the millionth vehicle had crossed the Astoria bridge, I became curious about the financial progress of that bridge project to date. My curiosity became greater when I found only a sketchy description of the bonds in Moody's municipal manual--and no operating figures whatsoever. I have since obtained part of the information I would like to have; my purpose in writing you is to verify the accuracy of this information, and to obtain certain other figures:

yes, 2 issues under competitive bid (ORS 367.405)

I understand $24 million of Astoria Bridge Bonds have been sold (privately, to banks) to date; $12 million in 1961 at a 3 1/3% interest rate, and $12 million in 1963 at a 2.99% interest rate--and that these bonds are to be retired at the rate of $800,000 per year (plus interest) over a 30-year period. My questions in this regard are:

? 1. What is the projected total cost of the bridge?

? 2. How will the cost in excess of $24 million be financed?

Yes (ORS 367.410) 3. Are the presently outstanding bonds general obligations of the State of Oregon?

I understand any deficit incurred in the operation of the Astoria bridge in any year will be shared by Oregon and Washington according to the following formula:

> Oregon will pay the first $100,000 from Highway Commission Funds;
> In excess of $100,000, Oregon will pay 60%, and Washington 40%, of any deficit; but Washington's liability shall be limited to $200,000.

Yes (ORS 367.370(3)) 1. Is this formula correct?

1/3

State Treasurer

I understand the expected deficit in calendar year 1968 will be $1,086,000, of which Washington will assume $200,000 and Oregon will assume and pay $886,000 from Highway Commission funds.

1. If these estimates are approximately correct, will the funds necessary to pay Oregon's share of this deficit be diverted from a specific Highway Commission construction project, or will they come from what otherwise would have been normal maintenance projects?

I will appreciate having your answers to these questions, Bob, and any additional information you may be able to furnish me regarding the financing and operation of the Astoria bridge.

RECEIVED
JAN 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

File

Oregon State Highway Department

Operating Statement

Astoria Bridge

January 1, 1968 to December 31, 1968

1	Tolls Collected			$ 683575 40
2				
3	Operating Expenses:			
4	Salaries and Wages	$ 476797		
5	Materials and Supplies	19876		
6	Insurance	38633 83		
7	Other			
8			$	
9	Total Operating Expenses		883012 1	
10				
11	Debt Service Expenditures:			
12	Bond Maturities	$ 5000000		
13	Interest Payments	6818000		
14	Service Charge on Bonds and Interest Coupons			
15				
16	Total Debt Service		14818000	
17				
18	Total Expenditures			1570101 21
19				
20	Operating Deficit			$ 886525 81
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Oregon State Highway Department

Astoria Bridge

Summary Statement of Expenditures

May 31, 1967

	1 Prefix	Description	2 Contract Number	3 Amount	4
1	4-1801	Preliminary Engineering	-	327 19005	
2	4-1802	Right of Way Acquisitions	-	150 51039	
3	4-1803	Substructures for Steel Spans - Delong Corporation	6124	4473 90205	*
4	4-1804	Deadmans Sand Viaduct - J.H. Ramsey and Ben Gerwick Inc	6246	4085 51796	*
5	4-1805	Bridge Spans - U.S. Steel Corporation	6268	10469 01605	*
6	4-1806	Completion of Substructure for Steel Spans - Raymond International	6467	5653 09433	*
7	4-1807	Riprap around Piers - Umpqua Navigation Company	6527	949 79717	*
8					
9		Total		26108 96800	*
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14	*	Includes Construction Engineering.			
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JAN 6 - 1969

F-003-1(14)
6264

January 3, 1969

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

This is in response to your December 23 letter concerning possible fire damage to the Astoria Bridge and what should be considered in the way of a protective procedure.

The Department has given this matter thorough consideration, which has resulted in the acquisition of all-risk insurance.

It is our opinion that fire by explosion of a fuel transport is a quite remote possibility. To our knowledge, only two such situations have occurred in recent years: One was in an undercrossing in Portland and the other, just a day or so ago, on the Wells Creek bridge east of Scottsburg. In either case, structural damage was not extreme nor was it beyond the range of maintenance repair.

We have no record of major bridge damage from vehicular fire. On the Oregon system, there are approximately 3,000 bridges which aggregate a length of some 100 miles. These are composed of all types but only three besides the Astoria Bridge (the Coos Bay, the Newport, and the Portland-Vancouver Bridges) have spans in excess of 500 feet. There is little probability of pier damage by fire and the replacement of any span, with the above exceptions, is within the range of one-half million dollars. We have, in effect, (and we think wisely so) followed a program of self insurance.

The Astoria Bridge is somewhat peculiar and presents a special situation as it is exposed to damage by ocean-going vessels. The main span, because of its length, has a large replacement value and we believe, therefore, that proper insurance is a necessity.

The Department investigated the possibility of an installation similar to that at the Marquam Bridge in Portland where dry standpipes have been installed which can be activated by the City of Portland Fire Boat. In Astoria, lacking fire boat availability, a high-pressure, remotely controlled pump could be used to activate the lines with the river.

We have not been in contact with the Coast Guard with respect to helicopter and bucket situation. It would seem, offhand, that there might be a time lag in activating such an operation, which would reduce its effectiveness. Also, we have not investigated the possibility of cooperating with the Astoria Fire Department in the purchase of a foam truck, chiefly, because we believe the risk is not great and that we are covered by all-risk insurance.

It would be a long time before access to the bridge by fire trucks would be hampered by highway traffic.

If there is anything further that you would like on the subject, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

TE:ja/RLP:ms lms
bc: R. L. Porter
Tom Edwards
Victor D. Wolfe (referral No. 8219)
I. D. Merchant
E. S. Hunter
R. D. Asburry
A. E. Johnson
L. W. Rulien

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 23, 1968

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Your comments - Cooperate with DEP.

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Forrest:

My attention has been called to a letter from the State Fire Marshal concerning fire protection for the Astoria bridge as well as the proposed I-205 bridge over the Columbia River. You will find a copy of Mr. Stickney's letter enclosed. Prior correspndence between your office and that of the Fire Marshal would indicate that the Highway Department indicated the Department's belief that the cost of providing fire protection exceeds the probability of loss through fire damage. I note that the Astoria bridge is insured.

In dealing with fire damage to the existing or the proposed bridge, we are dealing with possibilities or probabilities rather than the ascertainable certainty of the cost of fire-fighting equipment Yet, I would like to know whether all of the possibilities and probabilities have been weighed. It appears to me that the present fire-fighting capacity of the Astoria Fire Department is one truck which carries only 500 gallons of water. This might be sufficient to put out a car fire, but would appear to be totally inadequate in the event of a major fire, such as might ensue if a gasoline truck were to be wrecked on the bridge. I wonder whether consideration has been given to a determination of a possible insurance saving resulting from the installation of a transmission pipe and other necessary equipment. Is it feasible to purchase a bucket of the type now used by the State Forester for fire-fighting, with the bucket being made available for use by a Coast Guard helicopter in fighting bridge fires? Has any contact been made with the Coast Guard to see whether it could make a helicopter available for such use, and whether

the helicopter would normally be within close enough range to make this an effective option? Is it feasible for the Department to cooperate with the Astoria Fire Department in the acquisition of a foam truck with sufficient capacity to control a large fire on the bridge? What provision has been made or could be made for the removal of non-involved vehicles from the bridge in the event of a fire? If a fire occurred during heavy traffic on the bridge, could a fire truck reach the scene rapidly?

I hope that you and Mr. Stickney will discuss these and other questions and possibilities in a careful review of the entire situation. In view of the fact that human lives, as well as the bridge itself, could be placed in possible jeopardy, I would like to be certain that we have evaluated and weighed the known costs against the risks.

Sincerely,

Tom

Governor

TM:bp

cc: Mr. C. Walter Stickney

enclosure

P.S. Otherwise, Coop, a rewarding New Year to you and yours.

T.

RECEIVED
DEC 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

STATE OF OREGON
OFFICE OF STATE FIRE MARSHAL
668 CHURCH STREET N E
SALEM 97310

PLANS REVIEW DIVISION
ROOM 342 STATE OFFICE BUILDING
PORTLAND 97201

December 16, 1968

Mr. Edward Branchfield
Administrative Assistant
Governor's Office
207 State Capitol
Salem, Oregon 97310

Dear Mr. Branchfield:

Enclosed are copies of some correspondence concerning fire protection for the Astoria Bridge, as well as the proposed I-205 bridge over the Columbia River near Astoria.

Fire protection people have been quite concerned in both Oregon and Washington because of the lack of any fire protection facilities whatever on the Astoria Bridge and the possibility that the I-205 may also be constructed in the same manner. Actually, providing fire protection for extensive spans such as the Oakland and San Francisco Bay Bridges is more the rule than the exception as indicated in one of the letters from Mr. Cooper. Some relatively short bridges such as those we have at Newport, Coos Bay and other areas that do not have fire protection, the center of the span can usually be reached with 1 to 2,000 feet of fire hose and in any event many of these shorter bridges are constructed entirely of reinforced concrete which is considerably more resistive to fire. None of them, of course, would withstand large scale detonations from ammonium nitrate involved in fire, such as the two experiences in and near Roseburg of similar types of explosives.

Having fire protection water available on the other hand would not insure against such damages, however, it would go a long way toward this since with large volumes of water public fire protection agencies within the immediate vicinity can control or extinguish most fires prior to reaching critical stages.

As indicated in your office when we discussed this matter sometime ago, I have not followed this up since the last communication since I am not certain as to just what approach might work best in this case.

Very truly yours,

Walt Stickney

C. Walter Stickney
State Fire Marshal

CWS:maf

Encs.

SRE
MAR 21 1969
FOR FILING

ACCUMULATIVE TOTAL FOR 1968

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month December
Year 1968

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								405,503
1	838							406,341
2		537						406,878
3			486					407,364
4				563				407,927
5					505			408,432
6						717		409,149
7							660	409,809
8	494							410,303
9		478						410,781
10			575					411,356
11				531				411,887
12					530			412,417
13						614		413,031
14							688	413,719
15	375							414,094
16		583						414,677
17			564					415,241
18				506				415,747
19					501			416,248
20						625		416,873
21							705	417,578
22	370							417,948
23		692						418,640
24			577					419,217
25				512				419,729
26					685			420,414
27						807		421,221
28							454	421,675
29	268							421,943
30		236						422,179
31			181					422,360
AV.								

December
16,857/31 = 544

NOTED
FORREST COOPER

Yearly
422,360/366 = 1154

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month December
Year 1968

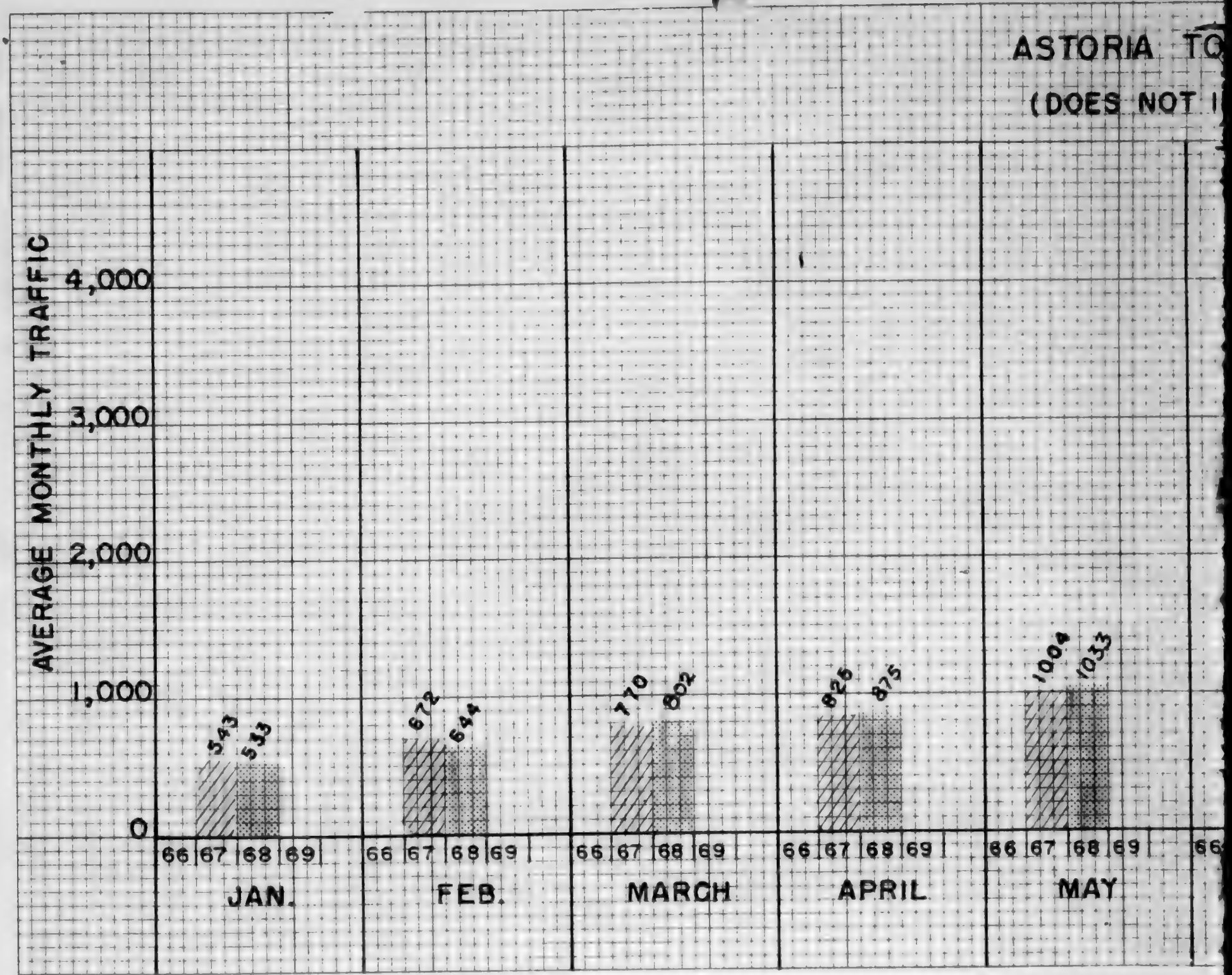
ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								1,034,641
1	838							1,035,479
2		537						1,036,016
3			486					1,036,502
4				563				1,037,065
5					505			1,037,570
6						717		1,038,287
7							660	1,038,947
8	494							1,039,441
9		478						1,039,919
10			575					1,040,494
11				531				1,041,025
12					530			1,041,555
13						614		1,042,169
14							688	1,042,857
15	375							1,043,232
16		583						1,043,815
17			564					1,044,379
18				506				1,044,885
19					501			1,045,386
20						625		1,046,011
21							705	1,046,716
22	370							1,047,086
23		692						1,047,778
24	4		577					1,048,355
25				512				1,048,867
26					685			1,049,552
27						807		1,050,359
28							454	1,050,813
29	268							1,051,081
30		236						1,051,317
31			181					1,051,498
				Total for month				
				to 12/31/68				
Av.								

December
16857/31 = 544

Yearly
422,360/366 = 1154

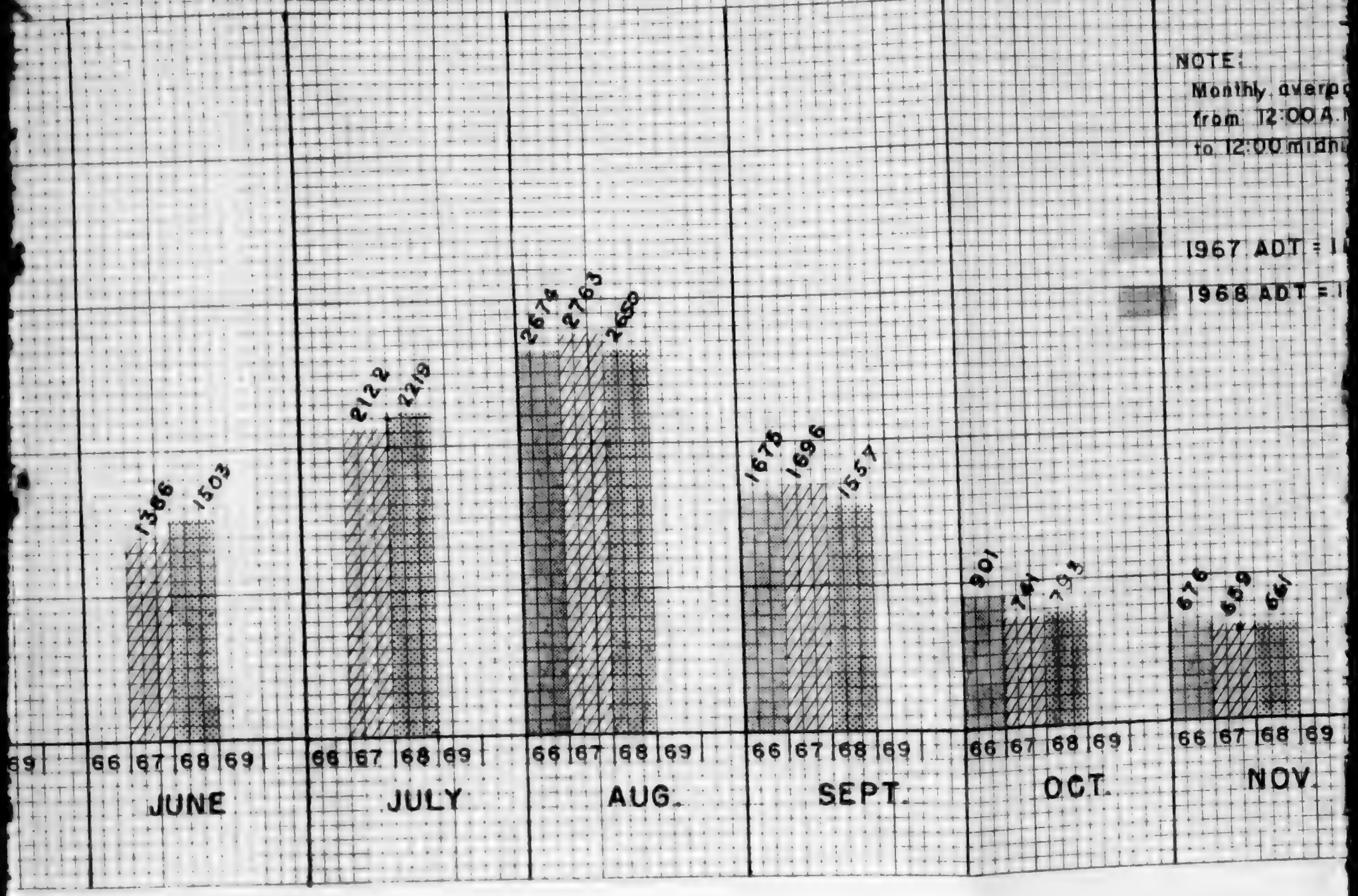
ASTORIA TO
(DOES NOT I



PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
NO. C1190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

A TOLL BRIDGE TRAFFIC COUNTS

NOT INCLUDE NON-REVENUE VEHICLES)



NOTE:
Monthly overp
from 12:00 A.M
to 12:00 midn

1967 ADT = 1

1968 ADT = 1

C. L. BARRETT PAPER CO
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018
VISIONS PER INCH BOTH WAYS 10 × 100 DIVISIONS

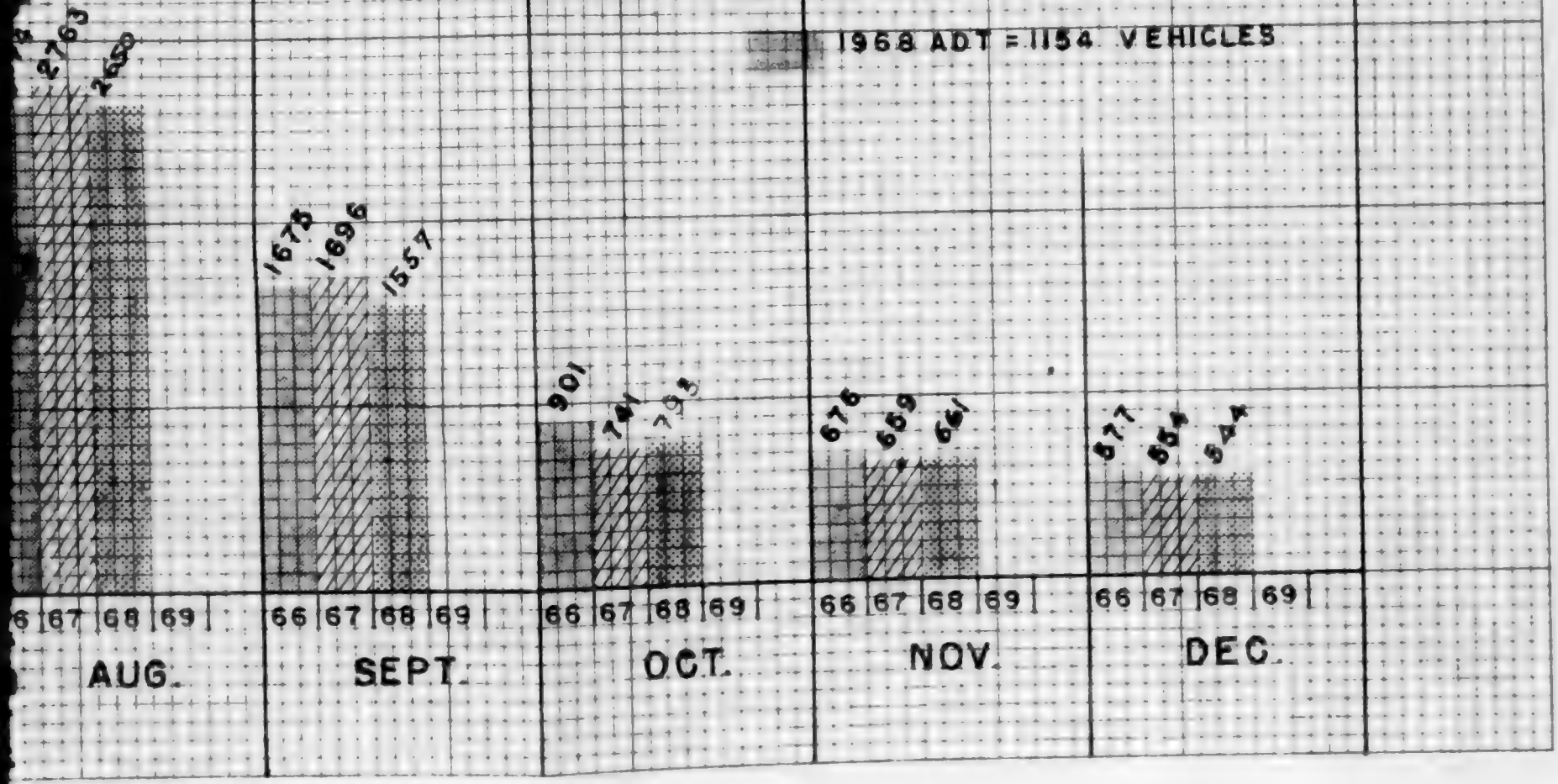
OUNTS

HICLES)

NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES

1968 ADT = 1154 VEHICLES



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DEC 12 1968
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TOM McCALL
GOVERNOR
F CC 3-1 (46)
6268

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 3, 1968

Mr. Martin Wirkkla
Naselle Rock Company
P. O. Box 5
Naselle, Washington 98638

Dear Mr. Wirkkla:

In response to your telephone call to my office, I discussed your suggestion regarding the Astoria Bridge tolls with the State Highway Engineer.

The Astoria Bridge was never considered to be self-liquidating, at least in the early years of its existence, and requires heavy subsidies. Before tolls were established, a careful study was made of the various factors involved and the schedule of fees which seem eminently fair to the bridge user, was adopted after consultation with the Washington authorities. Also, as mentioned in your telephone call, commuter rates were established at a 10 percent reduction over regular fares.

The schedule of fees has been well received in the area and there have been few if any complaints.

The present schedule leaves a deficit of $800,000 - $900,000 annually which must be absorbed by the motoring public, most of whom do not use the bridge.

I believe that the established fares with the commuter rates are just.

Sincerely,

Governor

TM:ma

bcc: Forrest Cooper

COPY NOTED
FORREST COOPER

RECEIVED
DEC 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

INTEROFFICE MEMO

FORM 188 6F8

TO: Forrest Cooper
Highway Department

DATE: November 26, 1968

FROM: Wanda Merrill

SUBJECT: Phone call from Martin Wirkkla, Naselle Rock Co., P. O. Box 5, Naselle, Washington

Mr. Wirkkla called yesterday to see the something could be done to reduce the rate for those who would travel across the Astoria Bridge several times in one day.

He suggests that we could set a round trip for a certain time at a reduced rate and help the businesses on both sides of the river as well as the residents.

I told him we would check into it. He will also call Governor Evans' office.

Can you send me a suggested reply to his question, please?

Wanda

10 of
Wash 842-
Or. 20-
1+2

NOTED
FORREST COOPER

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NOV 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 25 1968
FOR FILING

F 603-1(6)

November 25, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-3/720.1

Dear Sir:

In reply to your letter of November 21, there are attached revised maintenance and bond subsidy schedules which have been prepared for the Astoria Bridge under HPR - 1(6), Part I - Planning, Item 11 - Special Studies.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 21, 1968

In reply refer to: 08-35-3/720.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: HPR - 1(6) Part I - Planning
Item 11 - Special Studies

We have noted in the October Monthly Narrative Report for the subject project that revised bond retirement schedules as well as revised maintenance and bond subsidy schedules were prepared for the Astoria Bridge under the above work item. We would appreciate receiving copies of these schedules for our information and files.

NOTED
TOM EDWARDS

RECEIVED
NOV 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TABLE 1-A

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE
ASTORIA TOLL BRIDGE, 1966 - 1993
Based on Toll Schedule with Commutation Fares
1,150 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
Prior to Opening	- -	- -	$ - -	$ - -	$ - -	$ 24,000,000	$ 2,908,900	$ 800,000
1966 2/	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	- -
1967	1150	419,000	677,000	68,000	609,000	23,200,000	721,800	800,000
1968	1185	432,500	698,500	51,000	647,500	22,400,000	689,800	800,000
1969	1220	445,300	719,200	170,000	549,200	21,600,000	657,800	800,000
1970	1257	458,800	741,000	56,000	685,000	20,800,000	625,800	800,000
1971	1295	472,700	763,400	59,000	704,400	20,000,000	593,800	800,000
1972	1334	486,900	786,300	178,000	608,300	19,200,000	564,800	800,000
1973	1374	501,500	809,900	65,000	744,900	18,400,000	540,300	800,000
1974	1415	516,500	834,100	68,000	766,100	17,600,000	517,600	800,000
1975	1457	531,800	858,900	188,000	670,900	16,800,000	495,000	800,000
1976	1501	547,900	884,900	75,000	809,900	16,000,000	472,200	800,000
1977	1546	564,300	911,300	79,000	832,300	15,200,000	448,800	800,000
1978	1592	581,100	938,500	199,000	739,500	14,400,000	424,800	800,000
1979	1640	598,600	966,700	87,000	879,700	13,600,000	400,700	800,000
1980	1689	616,500	995,600	92,000	903,600	12,800,000	376,300	800,000
1981	1740	635,100	1,025,700	212,000	813,700	12,000,000	351,600	800,000
1982	1792	654,100	1,056,400	101,000	955,400	11,200,000	326,800	800,000
1983	1846	673,800	1,088,200	106,000	982,200	10,400,000	301,800	800,000
1984	1901	693,900	1,120,600	227,000	893,600	9,600,000	276,600	800,000
1985	1958	714,700	1,154,200	117,000	1,037,200	8,800,000	251,200	800,000
1986	2017	736,200	1,189,000	123,000	1,066,000	8,000,000	225,600	800,000
1987	2078	758,500	1,225,000	245,000	980,000	7,200,000	199,800	800,000
1988	2140	781,100	1,261,500	135,000	1,126,500	6,400,000	172,800	953,700
1989	2204	804,500	1,299,300	142,000	1,157,300	5,446,300	148,500	1,008,800
1990	2270	828,600	1,338,200	265,000	1,073,200	4,437,500	110,900	962,300
1991	2338	853,400	1,378,200	157,000	1,221,200	3,475,200	87,000	1,134,200
1992	2408	878,900	1,419,400	164,000	1,255,400	2,341,000	56,000	1,199,400
1993 3/	2480	901,900	1,456,600	288,000	1,168,600	1,141,600	27,000	1,141,600
			$27,929,100	$3,870,000	$24,059,100		$13,148,400	$24,000,000

TABLE 1-A

CTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966 - 1993
Based on Toll Schedule with Commutation Fares -
1,150 ADT in 1967

Net venues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
- -	$ 24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 1/	$ 2,039,500	$ - -
178,500	23,200,000	174,400	- -	174,400	(4,100)	(4,100)	- -
609,000	23,200,000	721,800	800,000	1,521,800	912,800	712,800	200,000
647,500	22,400,000	689,800	800,000	1,489,800	842,300	642,300	200,000
549,200	21,600,000	657,800	800,000	1,457,800	908,600	708,600	200,000
685,000	20,800,000	625,800	800,000	1,425,800	740,800	540,800	200,000
04,400	20,000,000	593,800	800,000	1,393,800	689,400	489,400	200,000
608,300	19,200,000	564,800	800,000	1,364,800	756,500	556,500	200,000
744,900	18,400,000	540,300	800,000	1,340,300	595,400	397,200	198,200
766,100	17,600,000	517,600	800,000	1,317,600	551,500	370,900	180,600
670,900	16,800,000	495,000	800,000	1,295,000	624,100	424,100	200,000
809,900	16,000,000	472,200	800,000	1,272,200	462,300	317,400	144,900
832,300	15,200,000	448,800	800,000	1,248,800	416,500	289,900	126,600
739,500	14,400,000	424,800	800,000	1,224,800	485,300	331,200	154,100
879,700	13,600,000	400,700	800,000	1,200,700	321,000	232,600	88,400
903,600	12,800,000	376,300	800,000	1,176,300	272,700	203,600	69,100
813,700	12,000,000	351,600	800,000	1,151,600	337,900	242,700	95,200
955,400	11,200,000	326,800	800,000	1,126,800	171,400	142,400	29,000
982,200	10,400,000	301,800	800,000	1,101,800	119,600	111,800	7,800
893,600	9,600,000	276,600	800,000	1,076,600	183,000	149,800	33,200
,037,200	8,800,000	251,200	800,000	1,051,200	14,000	14,000	- -
,066,000	8,000,000	225,600	800,000	1,025,600	(40,400)	(40,400)	- -
980,000	7,200,000	199,800	800,000	999,800	19,800	19,800	- -
,126,500	6,400,000	172,800	953,700	1,126,500	- -	- -	- -
,157,300	5,446,300	148,500	1,008,800	1,157,300	- -	- -	- -
,073,200	4,437,500	110,900	962,300	1,073,200	- -	- -	- -
,221,200	3,475,200	87,000	1,134,200	1,221,200	- -	- -	- -
,255,400	2,341,000	56,000	1,199,400	1,255,400	- -	- -	- -
,168,600	1,141,600	27,000	1,141,600	1,168,600	- -	- -	- -
,059,100		$13,148,400	$24,000,000	$37,148,400	$11,419,900	$8,892,800	$2,527,100

(Footnotes for TABLE 1-A)

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the bridge were offset by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by Oregon.

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in December, 1993.

10/16/68

BOND FINANCING SUBSIDY PLUS MAINTENANCE TO BE PAID BY ORE
ASTORIA TOLL BRIDGE
1966 - 1993

Year	Subsidy Required to Meet the Annual Bond Financing Costs: Basic Oregon Portion	Shared Portion: Oregon	Shared Portion: Washington	Shared Portion: Total	Total Subsidy 1/: Oregon	Total Subsidy 1/: Washington	Total Subsidy 1/: Total
Prior to Opening	$ 2,039,500	$ - -	$ - -	$ - -	$ 2,039,500	$ - -	$ 2,039,500
1966	(4,100)	- -	- -	- -	(4,100)	- -	(4,100)
1967	100,000	612,800	200,000	812,800	712,800	200,000	912,800
1968	100,000	542,300	200,000	742,300	642,300	200,000	842,300
1969	100,000	608,600	200,000	808,600	708,600	200,000	908,600
1970	100,000	440,800	200,000	640,800	540,800	200,000	740,800
1971	100,000	389,400	200,000	589,400	489,400	200,000	689,400
1972	100,000	456,500	200,000	656,500	556,500	200,000	756,500
1973	100,000	297,200	198,200	495,400	397,200	198,200	595,400
1974	100,000	270,900	180,600	451,500	370,900	180,600	551,500
1975	100,000	324,100	200,000	524,100	424,100	200,000	624,100
1976	100,000	217,400	144,900	362,300	317,400	144,900	462,300
1977	100,000	189,900	126,600	316,500	289,900	126,600	416,500
1978	100,000	231,200	154,100	385,300	331,200	154,100	485,300
1979	100,000	132,600	88,400	221,000	232,600	88,400	321,000
1980	100,000	103,600	69,100	172,700	203,600	69,100	272,700
1981	100,000	142,700	95,200	237,900	242,700	95,200	337,900
[illegible]	100,000	42,400	29,000	71,400	142,400	29,000	171,400
1983	100,000	11,800	7,800	19,600	111,800	7,800	119,600
1984	100,000	49,800	33,200	83,000	149,800	33,200	183,000
1985	14,000	- -	- -	- -	14,000	- -	14,000
1986	(40,400)	- -	- -	- -	(40,400)	- -	(40,400)
1987	19,800	- -	- -	- -	19,800	- -	19,800
1988	- -	- -	- -	- -	- -	- -	- -
1989	- -	- -	- -	- -	- -	- -	- -
1990	- -	- -	- -	- -	- -	- -	- -
1991	- -	- -	- -	- -	- -	- -	- -
1992	- -	- -	- -	- -	- -	- -	- -
1993 2/	- -	- -	- -	- -	- -	- -	- -
	$ 3,828,800	$ 5,064,000	$ 2,527,100	$ 7,591,100	$ 8,892,800	$ 2,527,100	$ 11,419,900

1/ Subsidy equals annual debt requirement minus net revenues.

2/ Debt retirement is estimated in December

UBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE
1966 - 1993

ancing Costs

	Total Subsidy 1/			Maintenance Expense		Total Contribution	
	Oregon	Washington	Total	Oregon	Washington	Oregon	Washington
	$ 2,039,500	$ - -	$ 2,039,500	$ - -	$ - -	$ 2,039,500	$ - -
	(4,100)	- -	(4,100)	6,412	6,412	2,312	6,412
	712,800	200,000	912,800	16,000	16,000	728,800	216,000
	642,300	200,000	842,300	16,500	16,500	658,800	216,500
	708,600	200,000	908,600	17,000	17,000	725,600	217,000
	540,800	200,000	740,800	17,500	17,500	558,300	217,500
	489,400	200,000	689,400	18,000	18,000	507,400	218,000
	556,500	200,000	756,500	18,500	18,500	575,000	218,500
	397,200	198,200	595,400	19,000	19,000	416,200	217,200
	370,900	180,600	551,500	19,500	19,500	390,400	200,100
	424,100	200,000	624,100	20,500	20,500	444,600	220,500
	317,400	144,900	462,300	21,000	21,000	338,400	165,900
	289,900	126,600	416,500	21,500	21,500	311,400	148,100
	331,200	154,100	485,300	22,000	22,000	353,200	176,100
	232,600	88,400	321,000	23,000	23,000	255,600	111,400
	203,600	69,100	272,700	23,500	23,500	227,100	92,600
	242,700	95,200	337,900	24,000	24,000	266,700	119,200
	142,400	29,000	171,400	25,000	25,000	167,400	54,000
	111,800	7,800	119,600	25,500	25,500	138,300	33,300
	149,800	33,200	183,000	26,500	26,500	176,300	59,700
	14,000	- -	14,000	27,000	27,000	41,000	27,000
	(40,400)	- -	(40,400)	28,000	28,000	(12,400)	28,000
	19,800	- -	19,800	29,000	29,000	48,800	29,000
	- -	- -	- -	30,000	30,000	30,000	30,000
	- -	- -	- -	30,500	30,500	30,500	30,500
	- -	- -	- -	31,500	31,500	31,500	31,500
	- -	- -	- -	32,500	32,500	32,500	32,500
	- -	- -	- -	33,500	33,500	33,500	33,500
	- -	- -	- -	34,500	34,500	34,500	34,500
	$ 8,892,800	$ 2,527,100	$ 11,419,900	$ 657,412	$ 657,412	$ 9,550,212	$ 3,184,512

2/ Debt retirement is estimated in December, 1993.

PROJECTED TRAFFIC AND REVENUES SUBSEQUENT TO BOND RE
AVAILABLE FOR REIMBURSING THE STATES
ASTORIA TOLL BRIDGE, 1993- 2004

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Maint. Expenses	Net R Availa Repay Bond
1993 2/	2480	3,300	$ 5,300	$ 1,000	$ 4,300	$ 800	$
1994	2550	930,750	1,503,200	181,000	1,322,200	354,000	
1995	2631	960,300	1,550,900	190,000	1,360,900	413,000	
1996	2710	989,200	1,597,600	316,000	1,281,600	487,000	
1997	2791	1,018,700	1,645,200	210,000	1,435,200	281,000	1
1998	2875	1,049,400	1,694,800	220,000	1,474,800	78,000	1
1999	2961	1,080,800	1,745,500	347,000	1,398,500	236,000	1
2000	3050	1,113,300	1,798,000	243,000	1,555,000	381,000	1
2001	3142	1,146,800	1,852,100	255,000	1,597,100	444,000	1
2002	3236	1,181,100	1,907,500	384,000	1,523,500	522,000	1
2003	3333	1,216,500	1,964,600	281,000	1,683,600	306,000	1
2004 3/	3536	219,200	354,000	52,000	302,000	16,000	
			$17,618,700	$2,680,000	$14,938,700	$3,518,800	$11

1/ Net revenues for each year are divided between the states according to the ration of total bond subsidy paid by each state.

2/ Beginning in December, 1963.

3/ With the traffic and revenues assumed in this schedule, the reimbursement will be complete in February, 2004.

10/18/68

RAFFIC AND REVENUES SUBSEQUENT TO BOND RETIREMENT
VAILABLE FOR REIMBURSING THE STATES
ASTORIA TOLL BRIDGE, 1993- 2004

Operating Expenses	Net Revenues	Maint. Expenses	Net Revenues Available for Repayment of Bond Subsidy	Reimbursement to the States 1/ Oregon	Reimbursement to the States 1/ Washington
$ 1,000	$ 4,300	$ 800	$ 3,500	$ 2,700	$ 800
181,000	1,322,200	354,000	968,200	753,400	214,800
190,000	1,360,900	413,000	947,900	737,600	210,300
316,000	1,281,600	487,000	794,600	618,300	176,300
210,000	1,435,200	281,000	1,154,200	898,100	256,100
220,000	1,474,800	78,000	1,396,800	1,086,700	310,100
347,000	1,398,500	236,000	1,162,500	904,600	257,900
243,000	1,555,000	381,000	1,174,000	913,500	260,500
255,000	1,597,100	444,000	1,153,100	897,200	255,900
384,000	1,523,500	522,000	1,001,500	779,300	222,200
281,000	1,683,600	306,000	1,377,600	1,071,900	305,700
52,000	302,000	16,000	286,000	229,500	56,500
$2,680,000	$14,938,700	$3,518,800	$11,419,900	$8,892,800	$2,527,100

ates according to the ration of total bond

e, the reimbursement will

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F002-1(16)
1968

ACCUMULATIVE TOTAL FOR 1968

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month NOVEMBER
Year 1968

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								385,687
1						632		386,319
2							759	387,078
3	910							387,988
4		648						388,636
5			582					389,218
6				605				389,823
7					579			390,402
8						649		391,051
9							932	391,983
10	767							392,750
11		754						393,504
12			515					394,019
13				560				394,579
14					548			395,127
15						601		395,728
16							645	396,373
17	673							397,046
18		503						397,549
19			558					398,107
20				555				398,662
21					484			399,146
22						654		399,800
23							711	400,511
24	605							401,116
25		569						401,685
26			569					402,254
27				712				402,966
28					740			403,706
29						901		404,607
30							896	405,503
31								
AV.								

19,816/30 = 661

NOTE
FORREST C.

ACCUMULATIVE TOTAL FROM OPENING OF ASTORIA BRIDGE

Month NOVEMBER
Year 1968

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								1,014,825
1						632		1,015,457
2							759	1,016,216
3	910							1,017,126
4		648						1,017,774
5			582					1,018,356
6				605				1,018,961
7					579			1,019,540
8						649		1,020,189
9							932	1,021,121
10	767							1,021,888
11		754						1,022,642
12			515					1,023,157
13				560				1,023,717
14					548			1,024,265
15						601		1,024,866
16							645	1,025,511
17	673							1,026,184
18		503						1,026,687
19			558					1,027,245
20				555				1,027,800
21					484			1,028,284
22						654		1,028,938
23							711	1,029,649
24	605							1,030,254
25		569						1,030,823
26			569					1,031,392
27				712				1,032,104
28					740			1,032,844
29						901		1,033,745
30							896	1,034,641
31								
Av.								

19,816/30 = 661

ASTORIA

(DOES NO

AVERAGE MONTHLY TRAFFIC

4,000

3,000

2,000

1,000

0

243 513 672 644 770 802 826 875 1004 1033

66 67 68 69 | 66 67 68 69 | 66 67 68 69 | 66 67 68 69 | 66 67 68 69

JAN. FEB. MARCH APRIL MAY

CLEARPRINT CHARTS

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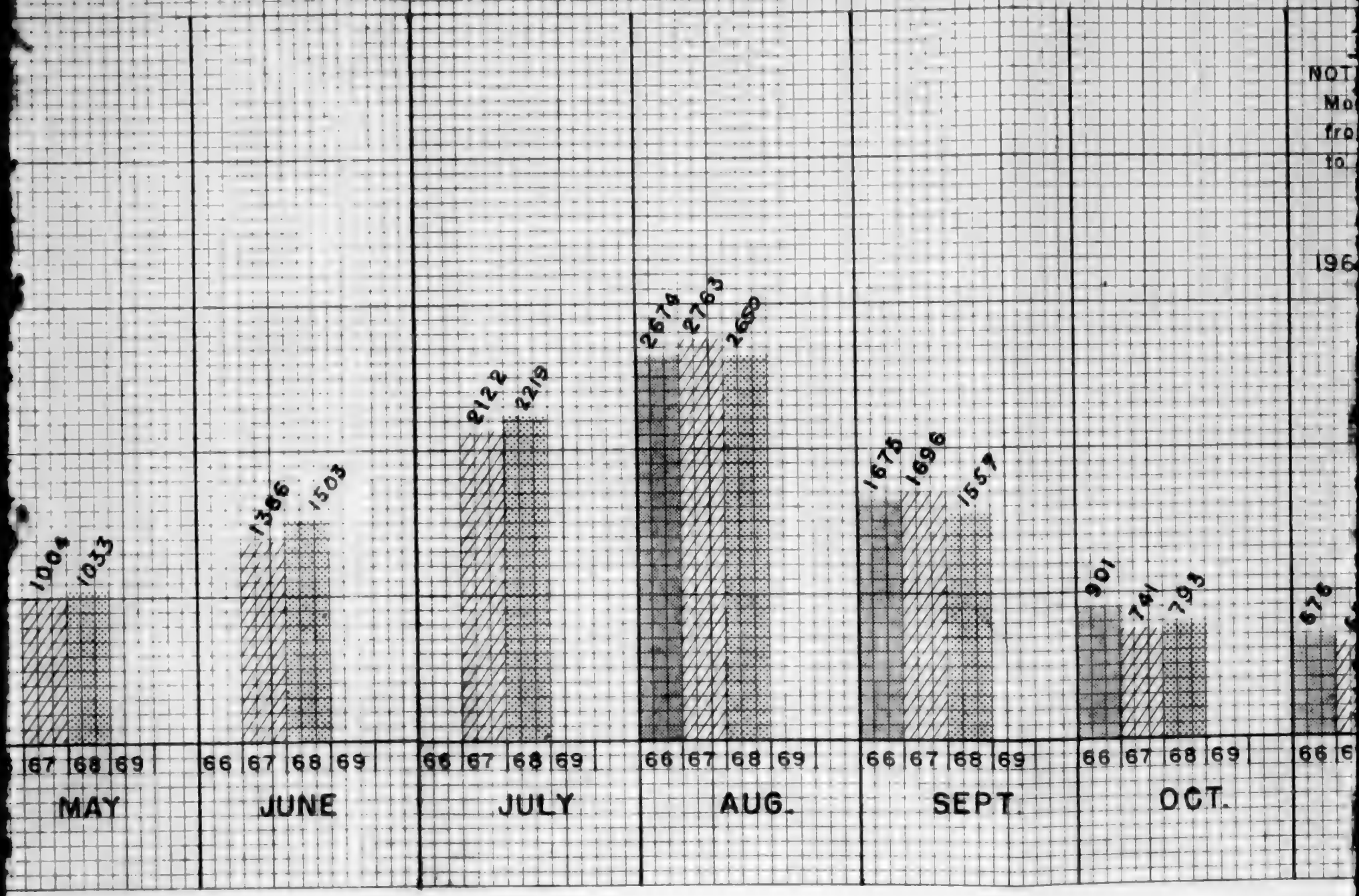
R CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)



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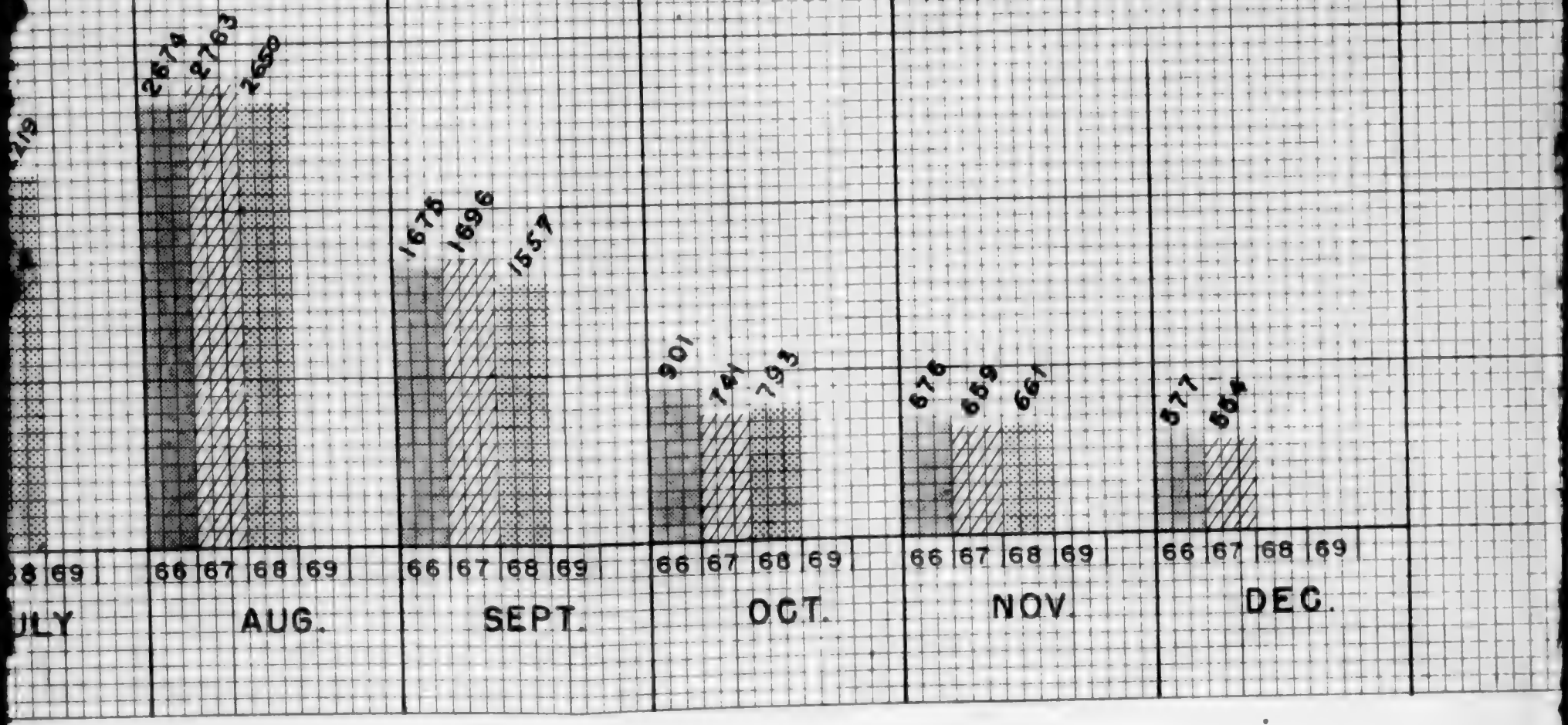
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS
BOTH WAYS 70 X 100 DIVISIONS

FFIC COUNTS

NUE VEHICLES)

NOTE:
Monthly averages include traffic from 12:00 A.M. on the first day to 12:00 midnight on the last day.

1967 ADT = 1149 VEHICLES



CLEARPRINT PAPER CO NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
CLEARPRINT CHART
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OCT 17 1968
FOR FILM G

October 17, 1968

Mr. Theddeus S. Bruno, Member
Oregon State Highway Commission
1014 Jackson Tower
Portland, Oregon 97205

Dear Mr. Bruno:

This is in response to your telephone request on October 14 for information about the Astoria Bridge.

This project was proposed and authorized by the 1961 Legislature, specifically, by Chapter 345 of that session. The law provided that $24 million in bonds be sold to finance a Columbia River Bridge. It was known that any reasonable toll would not be sufficient to liquidate the bonds except over a very long period, and it was provided by statute that Oregon should pay annually the first $100,000 of deficit, with the remainder to be paid 40 percent by the State of Washington and 60 percent by the State of Oregon. The law further provided that Washington's payment would not exceed $200,000 in any one year. The law became effective only upon the enactment of a similar statute by the Washington Legislature.

Attached is a schedule indicating the estimated average daily traffic revenue and subsidies to be paid by each state. The bonds will become fully liquidated at the end of 1993; however, the law provides that tolls can be continued thereafter until both states are reimbursed for the interest payments which will amount to something over $13 million. This probably would require extending the tolls for another eight or nine years based on current estimates.

The law also provides that maintenance costs will be divided equally between the States of Oregon and Washington. These costs are not shown in the schedule and, as a guess, I would say could amount to from $150,000 to $200,000 annually. To date, such expenses have been small but it will soon be necessary to start a repainting program which will be almost a continuing operation.

You will note in the column entitled "Operating Expenses", that every third year there is a higher charge. This represents the premium for insurance. The structure is insured for 80 percent of the replacement cost by direct physical loss with a general $200,000 deductible, or a $1 million deductible in case of earthquake.

A number of traffic forecasts have been made in connection with this project. As I recall, the Coverdale and Colpitts work was at the request of the Port of Astoria and the Wilbur Smith at the request of the Highway Commission. Following are the various traffic projections:

Report Name	1967 ADT
1954 - Coverdale and Colpitts	1,490
1958 - " "	625
1965 - State Highway Department	725
1967 - " " "	1,275
1967 - Wilbur Smith and Associates	1,220

Actual 1967 ADT - 1,149

If anything further is needed or if I have not specifically covered the points you had in mind, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
F. B. Klaboe

TABLE 1-A

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE
ASTORIA TOLL BRIDGE, 1966 - 1993
Based on Toll Schedule with Commutation Fares
1,150 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
Prior to Opening	- -	- -	$ - -	$ - -	$ - -	$ 24,000,000	$ 2,908,900	$ 800,000
1966 2/	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	- -
1967	1150	419,000	677,000	68,000	609,000	23,200,000	721,800	800,000
1968	1185	432,500	698,500	51,000	647,500	22,400,000	689,800	800,000
1969	1220	445,300	719,200	170,000	549,200	21,600,000	657,800	800,000
1970	1257	458,800	741,000	56,000	685,000	20,800,000	625,800	800,000
1971	1295	472,700	763,400	59,000	704,400	20,000,000	593,800	800,000
1972	1334	486,900	786,300	178,000	608,300	19,200,000	564,800	800,000
1973	1374	501,500	809,900	65,000	744,900	18,400,000	540,300	800,000
1974	1415	516,500	834,100	68,000	766,100	17,600,000	517,600	800,000
1975	1457	531,800	858,900	188,000	670,900	16,800,000	495,000	800,000
1976	1501	547,900	884,900	75,000	809,900	16,000,000	472,200	800,000
1977	1546	564,300	911,300	79,000	832,300	15,200,000	448,800	800,000
1978	1592	581,100	938,500	199,000	739,500	14,400,000	424,800	800,000
1979	1640	598,600	966,700	87,000	879,700	13,600,000	400,700	800,000
1980	1689	616,500	995,600	92,000	903,600	12,800,000	376,300	800,000
1981	1740	635,100	1,025,700	212,000	813,700	12,000,000	351,600	800,000
1982	1792	654,100	1,056,400	101,000	955,400	11,200,000	326,800	800,000
1983	1846	673,800	1,088,200	106,000	982,200	10,400,000	301,800	800,000
1984	1901	693,900	1,120,600	227,000	893,600	9,600,000	276,600	800,000
1985	1958	714,700	1,154,200	117,000	1,037,200	8,800,000	251,200	800,000
1986	2017	736,200	1,189,000	123,000	1,066,000	8,000,000	225,600	800,000
1987	2078	758,500	1,225,000	245,000	980,000	7,200,000	199,800	800,000
1988	2140	781,100	1,261,500	135,000	1,126,500	6,400,000	172,800	953,700
1989	2204	804,500	1,299,300	142,000	1,157,300	5,446,300	148,500	1,008,800
1990	2270	828,600	1,338,200	265,000	1,073,200	4,437,500	110,900	962,300
1991	2338	853,400	1,378,200	157,000	1,221,200	3,475,200	87,000	1,134,200
1992	2408	878,900	1,419,400	164,000	1,255,400	2,341,000	56,000	1,199,400
1993 3/	2480	901,900	1,456,600	288,000	1,168,600	1,141,600	27,000	1,141,600
			$27,929,100	$3,870,000	$24,059,100		$13,148,400	$24,000,000

TABLE 1-A

TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966 - 1993
Based on Toll Schedule with Commutation Fares -
1,150 ADT in 1967

Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy by Oregon	Subsidy by Washington
$ 24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 1/	$ 2,039,500	$ - -
23,200,000	174,400	- -	174,400	(4,100)	(4,100)	- -
23,200,000	721,800	800,000	1,521,800	912,800	712,800	200,000
22,400,000	689,800	800,000	1,489,800	842,300	642,300	200,000
21,600,000	657,800	800,000	1,457,800	908,600	708,600	200,000
20,800,000	625,800	800,000	1,425,800	740,800	540,800	200,000
20,000,000	593,800	800,000	1,393,800	689,400	489,400	200,000
19,200,000	564,800	800,000	1,364,800	756,500	556,500	200,000
18,400,000	540,300	800,000	1,340,300	595,400	397,200	198,200
17,600,000	517,600	800,000	1,317,600	551,500	370,900	180,600
16,800,000	495,000	800,000	1,295,000	624,100	424,100	200,000
16,000,000	472,200	800,000	1,272,200	462,300	317,400	144,900
15,200,000	448,800	800,000	1,248,800	416,500	289,900	126,600
14,400,000	424,800	800,000	1,224,800	485,300	331,200	154,100
13,600,000	400,700	800,000	1,200,700	321,000	232,600	88,400
12,800,000	376,300	800,000	1,176,300	272,700	203,600	69,100
12,000,000	351,600	800,000	1,151,600	337,900	242,700	95,200
11,200,000	326,800	800,000	1,126,800	171,400	142,400	29,000
10,400,000	301,800	800,000	1,101,800	119,600	111,800	7,800
9,600,000	276,600	800,000	1,076,600	183,000	149,800	33,200
8,800,000	251,200	800,000	1,051,200	14,000	14,000	- -
8,000,000	225,600	800,000	1,025,600	(40,400)	(40,400)	- -
7,200,000	199,800	800,000	999,800	19,800	19,800	- -
6,400,000	172,800	953,700	1,126,500	- -	- -	- -
5,446,300	148,500	1,008,800	1,157,300	- -	- -	- -
4,437,500	110,900	962,300	1,073,200	- -	- -	- -
3,475,200	87,000	1,134,200	1,221,200	- -	- -	- -
2,341,000	56,000	1,199,400	1,255,400	- -	- -	- -
1,141,600	27,000	1,141,600	1,168,600	- -	- -	- -
	$13,148,400	$24,000,000	$37,148,400	$11,419,900	$8,892,800	$2,527,100

(Footnotes for TABLE 1-A)

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the bridg by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by C

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in December, 1993

10/16/68

(Footnotes for TABLE 1-A)

est payments made on the bridge bonds prior to the opening of the bridge were offset
the bond funds. Thus, a net subsidy of $2,039,500 were required by Oregon.

1966.

ction, retirement of the bonds will be accomplished in December, 1993.

ASTORIA BRIDGE
TRAFFIC PROJECTIONS

Span	1962 ADT
1954 Combs & Pelpitts	1190
1958 " "	625
1965 OBID	725
1967 "	1275
1967 Wilbur Smith & Assoc.	1220

Actual 1962 ADT = 1149

RECEIVED
OCT 16 1968
FOR FILING

F-003-1(16)
6111

October 16, 1968

Veatch, Lovett & Stiner
Law Offices
1015 Oregon National Building
Portland, Oregon 97205

Gentlemen:

Thank you for your letter of October 14 advising us that the claim of your client, Charles T. Parker Construction Company, in the amount of $2,173.50 has been paid in full.

You stated this is in reference to the United States Steel Corporation Contract No. 6268 for steel superstructure on the Columbia River Bridge section of the Oregon Coast Highway in Clatsop County, Oregon, and Pacific County, Washington.

This information will be noted in our records, and we will advise the surety, agent, and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Company
Marsh & McLennan-Cosgrove & Company, Inc.
United States Steel Corporation
Commissioners

NOTED ON CARD
10-16-68
CR

CWH:cr

LAW OFFICES

VEATCH, LOVETT & STINER

1015 OREGON NATIONAL BUILDING

PORTLAND, OREGON 97205

JOHN C. VEATCH
JOHN C. VEATCH, II
CHARLES M. LOVETT
ALONZO P. STINER
NOBUO KAWASAKI
LOUIS J. FASANO

TELEPHONE
222-1331

October 14, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Attention: Mr. C.W. Head
Assistant Secretary

Re: Charles T. Parker Construction Co.
- U.S. Steel Corporation Contract No. 6268

Dear Mr. Head:

Please refer to your letter of December 30, 1966, concerning the above captioned matter. This is to inform you that the claim of our client, Charles T. Parker Construction Co., in the amount of $2,173.50, has been paid in full. We are advising you of such payment as per your request.

Thank you for your cooperation in this matter.

Very truly yours,

VEATCH, LOVETT & STINER

Nobuo Kawasaki

NK:em

c.c. Mr. V. Woolcutt
c.c. Mr. W.A. Main
c.c. Louis Elterich Co. & Delguzzi, Inc.

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OCT 15 1968
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
OCT 11 1968

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 2, 1968

In reply refer to: 08-35.1/120-FA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Astoria - Megler Bridge

As discussed with you, at Cheyenne, Wyoming on September 14 Regional Administrator Phillips and Division Engineers Rodgers and Simpson consulted with Messrs. Turner and Williams regarding the background for the basis of the agreement as executed between the Bureau of Public Roads and the States of Oregon and Washington on May 9, 1962 for the construction of the Astoria Bridge as a project under the Federal-aid Highway Program.

After reviewing the Washington office files Mr. Williams has advised:

> "that the final intent of the two States to claim any Federal-aid, or to claim Federal-aid at the amounts proposed at the time the construction work was undertaken in 1962, or to claim Federal-aid at a higher ratio, has not been finalized. ... The current financial situation (in relation to the bridge*) could be changed by unforeseen events, and if the change was adverse, the States might find it advisable to then propose the use of Federal-aid funds to improve the financial situation of the toll facility."

NOTED
R. L PORTER

> "There was understanding by the Bureau persons present at the discussion in Cheyenne that it was to the advantage of the two States, and would not be to the disadvantage of the Federal interests in the Federal-aid program, to allow the present situation as to nonfinality of the amount of Federal-aid participation in the construction costs of the toll facility to be extended in time. There was also understanding that for the States' protection, they should make a determination on this matter before the end of the era of the Federal-aid program as was initiated by the Federal-aid Highway Act of 1956 and the start of a new program prospectively estimated to be initiated in the 1975-1976 period."

A copy of this memorandum is being placed in each project file. Should a decision be made prior to the deadline date, project

(more)

* words in parenthesis are mine

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

agreements will be modified accordingly - otherwise you will be contacted regarding your decision some time prior to the termination of the Federal-aid program initiated by the Federal-Aid Highway Act of 1956.

RECEIVED
OCT 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1968
FOR FILING

F-003-1(6)
6368

September 30, 1968

Mr. Paul Potter
Tudor Engineering Company
212 West Yakima Street
Yakima, Washington

Dear Mr. Potter:

In response to your telephone request, I wish to advise you as follows concerning some of the tonnages of steel in the Astoria Bridge:

1. Main truss -- one span, 2,466 feet; 7,559 tons.

2. Through trusses, Washington shore -- seven spans, 354 feet each; 2,463 tons.

3. Deck trusses -- five spans, 351 feet each; 1,841 tons.

4. Deck girders -- 12; 150 feet each; 980 tons.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

RECEIVED
SEP 30 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

F-103-1(16)

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Astoria - Megler Bridge

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 30, 1968

In reply refer to: 08-35.1/120-FA

Programs have been approved and funds obligated, Stage 2, in the amounts shown below:

U-115(16), Astoria Bridge ROW	1,500
U-F-3-1(14), Astoria Bridge Piers 6467	60,595
F-3-1(15), Riprap Piers - 6527	2,966
F-3-1(16), Superstructure - 6268	77,938
F-3-1(18), Desdemona Sands Viaduct 6246	29,084

INITIAL R. L. PORTER

The Federal-aid funds obligated ($172,083) are available for reimbursement upon completion of a project agreement. The program was approved at the request of the Washington office as a result of a staff meeting in Administrator Whitton's office on March 28, 1962 following a discussion with you. The amount of Federal funds was left open pending a decision to be made by the State at a later date.

Inasmuch as the funds have been obligated and withdrawn from Federal-aid funds allocated to the State, it is requested that project agreements be executed and vouchers drawn to the extent of the funds you prefer to commit, since the work has been done. This office has no objections to leaving the funds at the level now obligated, but is unwilling to have the funds obligated and not covered by project agreement.

If you desire to be reimbursed to the extent of the obligated funds, an adjustment can be made if considered desirable after the present law suit has been resolved; however, with limited Federal funds presently committed, Federal funds could be collected with less effort by adjusting the present program on the basis of construction costs rather than supplying supporting information on the basis of a court claim.

Please advise concerning your desires in connection with these projects.

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

March 21, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Federal-aid Primary Program

Our Washington Office has approved the below listed project for inclusion on the captioned program as submitted with Mr. Young's January 17, 1963 letter. This token financed Stage 2, Construction phase project was approved effective March 13, 1963.

Item	Project	Location	Work
418	F-003-1(16)	Astoria Bridge Super-structure	Structure

The Washington Highway Department has previously indicated that missing project agreement number is as shown above.

Our Washington Office also approved concurrently the Washington State portion of this program.

This project is programed with only one percent of Federal-aid funds committed at this time, but with the understanding that you will not claim reimbursement on this project until a later date when you determine the percent of Federal-aid ultimately to be requested, and that this program will be so revised.

The total estimated cost for the 1.60 miles of this construction is $7,000,000 of which the Federal-aid primary token financing is $70,000. This action will reduce your unprogramed balance to $1,105,929 according to our records of this date.

Memorandum

DATE: MAR

HP-3-4-08

...with the recommendation in your report (p. 2)63, memo... ...dated March 21, 1963, staff ... electrical wiring, ...ssociated to the elec... ...of the remote portion of the subject project, as described ... from that will your construction, is approved ... 1%.

... proposed to ... will only one percent of ... is available at this time, with the understanding ... State will not claim reimbursement on this project until ... later time when they determine the percent of Federal-aid they will ultimately request and the program is revised accordingly.

... overall portion of this jointly financed project as currently ...proved is as follows:

Project No.	Est.	Primary Funds
...-...-1(2)	$7,...,000	$70,000

...Washington portion of this ... is being concurrently approved ... separate memorandum of this date. The overall total estimated ... in both States is $10,000,000.

...:
...n M. Whitton
...S. Clark, General Counsel
...L. Peck, Office of Administration

cc Mr. Parsons
Rodgers 3/13/63

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	93	2		4	5	1		1	
		S	45	4	1	1				4	
B-5	MacDonald	T	138	6	1	5	5	1		5	
	2nd Shift	N	512	33	3	6	7	2	1	8	
		S	89	9		1		1	1	4	
B-3	Bess	T	601	42	3	7	7	3	2	12	
	3rd Shift	N	303	12	5	2				1	
		S	142	5	4	1		1			
B-	Willis	T	445	17	9	3		1		1	
	Extra Shift	N									
		S	716	55	21	13		1	1	13	
B-9	Lowry	T	716	55	21	13		1	1	13	
NO. OF VEHICLES BY CLASSIFICATION			1900	120	34	28	12	6	3	31	
NO. OF AXLES BY CLASSIFICATION			2 3800	3 360	4 136	2 56	3 36	3 18	4 12	5 155	6
RECEIPTS BY CLASSIFICATION			2850.00	240.00	68.00	84.00	36.00	24.00	12.00	124.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT MacDonald	275.00	103.50	171.50	170.00		1.50
SECOND SHIFT Bess	1101.50	156.00	945.50	945.50		
THIRD SHIFT Willis	736.50	51.50	685.00	685.50	.50	
EXTRA SHIFT Lowry	1326.00	131.50	1194.50	1194.50		
DAILY TOTALS	3439.00	442.50	2996.50	2995.50	.50	1.50

SECTION 3—TRAF

Treadle Count		
Forward	Less Reverse	Net Axle
355		35
1455	1	14
990	1	98
1792		179
4592	2	45

Explanation of cash over or short and other remarks:

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE August 27, 1968

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
	5	1		1					1	2	107
				4					1	2	56
	5	1		5					2	4	163
	7	2	1	8					4	8	576
		1	1	4							105
	7	3	2	12					4	8	681
				1					2	4	325
		1									153
		1		1					2	4	478
		1	1	13				1	6	12	827
		1	1	13				1	6	12	827
	12	6	3	31				1	14		Total Vehicles 2149
	3 36	3 18	4 12	5 155	6	7	8	2 2	See note 28		Computed Axles 4603
00	36.00	24.00	12.00	124.00				1.00	Total Computed Receipts		$ 3,439.00

SECTION 3—TRAFFIC SUMMARY

...cted	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
.00		1.50	355		355	355		
5.50			1455	1	1454	1460	6	
5.50	.50		990	1	989	995	6	
4.50			1792		1792	1793	1	
5.50	.50	1.50	4592	2	4590	4603	13	

CASH DEPOSITED

$ 2,995.50

Signature

Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4. Truck Combo - 6-Axle
	1st Shift	N	109	6	2	5	4	1	1		
		S	62	2		1	1				
B-5	MacDonald	T	171	8	2	6	5	1	1		
	2nd Shift	N	515	47	8	8	8	1	2		
		S	84	7	2		3		3	6	
B-3	Bess	T	599	54	10	8	11	1	3	4	
	3rd Shift	N	278	21	2	1				10	
		S	141	7	3	6				1	
B-1	Helmersen	T	419	28	5	7					
	Extra Shift	N								1	
		S	702	59	13	9		3	2	9	
B-9	Lowry	T	702	59	13	9		3	2	9	
NO. OF VEHICLES BY CLASSIFICATION			1891	149	30	30	16	5	7	20	
NO. OF AXLES BY CLASSIFICATION			2 — 3782	3 — 447	4 — 120	2 — 60	3 — 48	3 — 15	4 — 28	5 — 100	6 —
RECEIPTS BY CLASSIFICATION			2836.50	298.00	60.00	90.00	48.00	20.00	28.00	80.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT MacDonald	321.50	103.50	218.00	218.00		
SECOND SHIFT Bess	1140.50	131.00	1009.50	1009.50		
THIRD SHIFT Helmersen	720.50	62.50	658.00	658.00		
EXTRA SHIFT Lowry	1281.00	105.50	1175.50	1178.50	3.00	
DAILY TOTALS	3463.50	402.50	3061.00	3064.00	3.00	

SECTION 3—TRAF

Treadle Count		
Forward	Less Reverse	Net Axl
420	2	4
1536		15
972	3	9
1736		17
4664	5	46

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE August 26, 1968

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
5	4	1	1						2	4	130
1	1		1						2	4	69
6	5	1	2						4	8	199
8	8	1	3	6					10	22	606
	3			4				1	1	2	102
8	11	1	3	10				1	11	24	708
1				1				1	4	8	308
6									2	4	159
7				1				1	6	12	467
9		3	2	9				1	9	20	807
9		3	2	9				1	9	20	807
30	16	5	7	20				3	30		Total Vehicles 2181
60	3 — 48	3 — 15	4 — 28	5 — 100	6 —	7 —	8 —	2 — 6	See note 64		Computed Axles 4670
90.00	48.00	20.00	28.00	80.00				3.00	Total Computed Receipts		$ 3463.50

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
218.00			420	2	418	420	2	
1009.50			1536		1536	1540	4	
658.00			972	3	969	975	6	
1178.50	3.00		1736		1736	1735		1
3064.00	3.00		4664	5	4659	4670	12	1

NOTED
TOM EDWARDS

CASH DEPOSITED

$ 3,064.00

Dori Sagen
Signature

...ipt Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	160	8	2		1	1			
		S	66	3							
B-6	Canedy	T	226	11	2		1	1			
	2nd Shift	N	590	38	5			1			
		S	60	7	3			1			
B-5	MacDonald	T	650	45	8			2			
	3rd Shift	N	407	15	2						
		S	332	22	4						
B-7	Helmersen	T	739	37	6						
	Extra Shift	N									
		S	952	90	20		1	1			
B-9	Lowry	T	952	90	20		1	1			
NO. OF VEHICLES BY CLASSIFICATION			2567	183	36		2	4			
NO. OF AXLES BY CLASSIFICATION			2 — 5134	3 — 549	4 — 144	2 —	3 — 6	3 — 12	4 —	5 —	6 —
RECEIPTS BY CLASSIFICATION			3850.00	366.00	72.00		6.00	16.00			

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
IRST SHIFT Canedy	372.00	35.50	336.50	338.00	1.50	
SECOND SHIFT MacDonald	1089.00	38.00	1051.00	1050.50		.50
THIRD SHIFT Helmersen	1194.50	43.50	1151.00	1151.00		
EXTRA SHIFT Lowry	1655.00	31.00	1624.00	1627.00	3.00	
DAILY TOTALS	4310.50	148.00	4162.50	4166.50	4.50	.50

SECTION 3—TRAF

Treadle Count		
Forward	Less Reverse	Net Axle
502		50
1466		146
1619		161
2270		227
5857		58

Explanation of cash over or short and other remarks:

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE August 25, 1968

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

...00	$3.00	$4.00	$4.00	$4.00	$4.00	$4.00	$4.00	$1.00	NON-REVENUE		TOTAL VEHICLES PER SHIFT
...uck ...s - ...xle	Truck and Bus - 3-Axle	Truck Combo - 3-Axle	Truck Combo - 4-Axle	Truck Combo - 5-Axle	Truck Combo - 6-Axle	Truck Combo - 7-Axle	Truck Combo - 8-Axle	Motorcycle or Bicycle	No. of Vehicles	No. of Axles	
	1	1									172
											69
											241
	1	1									634
		1									71
		1									705
		2									
									3	6	427
									1	2	359
									4	8	786
									2	4	1066
	1	1							2	4	1066
	1	1									Total Vehicles
	2	4							6		2798
	3 — 6	3 — 12	4 —	5 —	6 —	7 —	8 —	2 —	See note 12		Computed Axles 5857
	6.00	16.00							Total Computed Receipts		$4310.50

SECTION 3—TRAFFIC SUMMARY

...Cash ...ollected	Cash		Treadle Count			Computed Axle Count	Axles	
	Over	Short	Forward	Less Reverse	Net Axles		Over	Short
...38.00	1.50		502		502	499		3
...50.50		.50	1466		1466	1473	7	
...51.00			1619		1619	1621	2	
...27.00	3.00		2270		2270	2264		6
...66.50	4.50	.50	5857		5857	5857	9	9

NOTED
TOM EDWARDS

CASH DEPOSITED

$ 4,166.50

Geri Sagen
Signature

...t Leg," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Tru Com 6-A
	1st Shift	N	193	14	3	3	1	1			
		S	57					1		1	
B6	Canedy	T	250	14	3	3	1	2		1	
	2nd Shift	N	556	51	13	6			1		
		S	67	7	1		1				
B5	MacDonald	T	623	58	14	6	1		1		
	3rd Shift	N	411	21	4	2					
		S	292	12		3					
B7	Helmersen	T	703	33	4	5					
	Extra Shift	N									
		S	748	49	14	8					
B8	Willis	T	748	49	14	8					
NO. OF VEHICLES BY CLASSIFICATION			2324	154	35	22	2	2	1	1	
NO. OF AXLES BY CLASSIFICATION			2 4648	3 462	4 140	2 44	3 6	3 6	4 4	5 5	6
RECEIPTS BY CLASSIFICATION			3486.00	308.00	70.00	66.00	6.00	8.00	4.00	4.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
RST SHIFT Canedy	433.00	56.00	377.00	377.00		
SECOND SHIFT MacDonald	1105.50	48.00	1057.50	1058.50	1.00	
THIRD SHIFT Helmersen	1146.50	48.00	1098.50	1096.00		2.50
EXTRA SHIFT Willis	1272.00	48.00	1224.00	1223.00		1.00
DAILY TOTALS	3957.00	200.00	3757.00	3754.50	1.00	3.50

SECTION 3—TRA

Treadle Count		
Forward	Less Reverse	N A
573		57
1516		15
1540	2	15
1725		17
5354	2	53

Explanation of cash over or short and other remarks:

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE 8-24-68

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

[illegible]	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
	1	1									215
		1		1							59
	1	2		1							274
			1					2	6	12	635
	1								3	6	79
	1		1					2	9	18	714
									2	4	440
								3	1	2	311
								3	3	6	751
									2	4	821
									2	4	821
	2	2	1	1				5	14		Total Vehicles 2560
	3 — 6	3 — 6	4 — 4	5 — 5	6 —	7 —	8 —	2 — 10	See note 28		Computed Axles 5353
.00	6.00	8.00	4.00	4.00				5.00	Total Computed Receipts		$3957.00

SECTION 3—TRAFFIC SUMMARY

[illegible]ted	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
.00			573		573	574	1	
.50	1.00		1516		1516	1517	1	
.00		2.50	1540	2	1538	1543	5	
.00		1.00	1725		1725	1719		6
.50	1.00	3.50	5354	2	5352	5353	7	6

NOTED
T M EDWARDS

CASH DEPOSITED

$ 3754.50

Signature

g," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	105	4	1	4	3	1		1	
		S	76	2		1			1	1	
B6	Canedy	T	181	6	1	5	3	1	1	2	
	2nd Shift	N	597	54	5	9	5	3	3	1	
		S	123	10	3		2	1	1	5	
B3	Bess	T	720	64	8	9	7	4	4	6	
	3rd Shift	N	522	38	10	1	2			1	
		S	197	9		1					
B7	Helmersen	T	719	47	10	2	2			1	
	Extra Shift	N									
		S	781	62	13	11	1	3	4	5	
B8	Willis	T	781	62	13	11	1	3	4	5	
NO. OF VEHICLES BY CLASSIFICATION			2401	179	32	27	13	8	9	14	
NO. OF AXLES BY CLASSIFICATION			2 / 4802	3 / 537	4 / 128	2 / 54	3 / 39	3 / 24	4 / 36	5 / 70	6 /
RECEIPTS BY CLASSIFICATION			3601.50	358.00	64.00	81.00	39.00	32.00	36.00	56.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Canedy	325.50	94.00	231.50	231.50		
SECOND SHIFT Bess	1330.00	136.50	1193.50	1193.00		.50
THIRD SHIFT Helmersen	1208.50	53.50	1155.00	1155.00		
EXTRA SHIFT Willis	1405.50	108.50	1297.00	1298.00	1.00	
DAILY TOTALS	4269.50	392.50	3877.00	3877.50	1.00	.50

SECTION 3—TRAF

Treadle Count		
Forward	Less Reverse	Net Axle
427		427
1771	2	1769
1643		1643
1888		1888
5729	2	5727

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE 8-23-68

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
4	3	1		1					1	2	120
1			1	1					3	6	84
5	3	1	1	2					4	8	204
9	5	3	3	1				1	4	8	682
	2	1	1	5				1	1	2	147
9	7	4	4	6				2	5	10	829
1	2			1					4	8	578
1									2	4	209
2	2			1					6	12	787
11	1	3	4	5					5	10	885
11	1	3	4	5					5	10	885
27	13	8	9	14				2	20		Total Vehicles 2705
54	3 39	3 24	4 36	5 70	6	7	8	2 4	See note 40		Computed Axles 5734
81.00	39.00	32.00	36.00	56.00				2.00	Total Computed Receipts		$4269.50

SECTION 2—CASH RECONCILIATION

Cash Collected	Cash Over	Cash Short
231.50		
193.00		.50
155.00		
298.00	1.00	
3877.50	1.00	.50

SECTION 3—TRAFFIC SUMMARY

Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
427		427	428	1	
1771	2	1769	1775	6	
1643		1643	1646	3	
1888		1888	1885		3
5729	2	5727	5734	10	3

NOTED
TOM EDWARDS

CASH DEPOSITED

$3877.50

Signature

...ipt Leg." Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPOR

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	C
B-5	1st Shift	N	105	9	4	7	8	1		1	
		S	50	1	1				1	5	
B-6	Canedy	T	155	10	5	7	8	1	1	6	
	2nd Shift	N	650	78	9	6	29	2	1	3	
		S	77	15	3					8	
B-8	Willis	T	727	93	12	6	29	2	1	11	
	3rd Shift	N	362	17	3	1	3			1	
		S	162	13		5	1				
B-7	Helmersen	T	524	30	3	6	4			1	
	Extra Shift	N									
		S	871	93	17	11		1	1	31	
B-9	Lowry	T	871	93	17	11		1	1	31	
NO. OF VEHICLES BY CLASSIFICATION			2277	226	37	30	41	4	3	49	
NO. OF AXLES BY CLASSIFICATION			2 — 4554	3 — 678	4 — 148	2 — 60	3 — 123	3 — 12	4 — 12	5 — 245	6 —
RECEIPTS BY CLASSIFICATION			3415.50	452.00	74.00	90.00	123.00	16.00	12.00	196.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Canedy	339.50	119.50	220.00	221.50	1.50	
SECOND SHIFT Willis	1461.50	181.50	1280.00	1280.50	.50	
THIRD SHIFT Helmersen	886.00	65.50	820.50	820.50		
EXTRA SHIFT Lowry	1695.50	199.00	1496.50	1496.50		
DAILY TOTALS	4382.50	565.50	3817.00	3819.00	2.00	

SECTION 3—TR

Treadle Count	Forward	Less Reverse	
	444	1	
	1950	1	
	1185	3	
	2294	2	
	5873	7	

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE August 22, 1968

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$1.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
7	8	1		1							135
			1	5					2	4	60
7	8	1	1	6					2	4	195
6	29	2	1	3					3	6	781
				8							103
6	29	2	1	11					3	6	884
1	3			1					3	6	390
5	1										181
6	4			1					3	6	571
11		1	1	31	1				4	8	1030
11		1	1	31	1				4	8	1030
											Total Vehicles
30	41	4	3	49	1				12		2680
2 — 60	3 — 123	3 — 12	4 — 12	5 — 245	6 — 6	7 —	8 —	2 —	See note 24		Computed Axles 5862
90.00	123.00	16.00	12.00	196.00	4.00				Total Computed Receipts		$ 4382.50

TION

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
221.50	1.50		444	1	443	439		4
1280.50	.50		1950	1	1949	1951	2	
820.50			1185	3	1182	1185	3	
1496.50			2294	2	2292	2287		5
3819.00	2.00		5873	7	5866	5862	5	9

NOTED
TOM EDWARDS

CASH DEPOSITED

$ 3,819.00

eipt Log," Form A-342.

Dori Sagen
Signature

RECEIVED
AUG 26 1968

Comm
Fed Aid
Materials

OREGON STEEL MILLS
5200 N. W. FRONT AVENUE
PORTLAND. OREGON 97210

August 16, 1968

Mr. Porter -
Here is 19 USC 160 et seq as per your request
Frank

Mr. R. L. Porter
State Highway Commission
State Highway Building
Salem, Oregon

NOTED
R. L. PORTER

Dear Mr. Porter:

In our telephone conversation today, we discussed the fact that the Astoria-Megler Bridge was built with reinforcing steel that entered this country at less than fair value as defined in the Anti-Dumping Act of 1921 as amended (19 U.S.C. 160 et seq.).

This steel was the basis of a complaint under the Anti-Dumping Act. The Treasury Department subsequently made an investigation and on December 23, 1963, advised the Tariff Commission that this material was being sold in the United States at less than fair value, and the Tariff Commission subsequently issued TC Publication 122 on March 23, 1964, which is their determination of likelihood of injury.

I hope these references comply with your request. Should you desire any further information, please do not hesitate to let me know.

Very truly yours,

OREGON STEEL MILLS

Keith L. Miller
Asst. General Manager

KLM:er

RECEIVED
AUG 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DUMPING INVESTIGATION

§ 160. Initiation of investigation; injury determination; findings; withholding appraisement; publication in Federal Register

(a) Whenever the Secretary of the Treasury (hereinafter called the "Secretary") determines that a class or kind of foreign merchandise is being, or is likely to be, sold in the United States or elsewhere at less than its fair value, he shall so advise the United States Tariff Commission, and the said Commission shall determine within three months thereafter whether an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States. The said Commission, after such investigation as it deems necessary, shall notify the Secretary of its determination, and, if that determination is in the affirmative, the Secretary shall make public a notice (hereinafter in sections 160–173 of this title called a "finding") of his determination and the determination of the said Commission. For the purposes of this subsection, the said Commission shall be deemed to have made an affirmative determination if the Commissioners of the said Commission voting are evenly divided as to whether its determination should be in the affirmative or in the negative. The Secretary's finding shall include a description of the class or kind of merchandise to which it applies in such detail as he shall deem necessary for the guidance of customs officers.

(b) Whenever, in the case of any imported merchandise of a class or kind as to which the Secretary has not so made public a finding, the Secretary has reason to believe or suspect, from the invoice or other papers or from information presented to him or to any person to whom authority under this section has been delegated, that the purchase price is less, or that the exporter's sales price is less or likely to be less, than the foreign market value (or, in the absence of such value, than the constructed value), he shall forthwith publish notice of that fact in the Federal Register and shall authorize, under such regulations as he may prescribe, the withholding of appraisement reports as to such merchandise entered, or withdrawn from warehouse, for consumption, not more than one hundred and twenty days before the question of dumping has been raised by or presented to him or any person to whom authority under this section has been delegated, until the further order of the Secretary, or until the Secretary has made public a finding as provided for in subdivision (a) in regard to such merchandise.

(c) The Secretary, upon determining whether foreign merchandise is being, or is likely to be, sold in the United States at less than its fair value, and the United States Tariff Commission, upon making its determination under subsection (a) of this section, shall each pub-

lish such determination in the Fe
the reasons therefor, whether su
tive or in the negative. May 27, 1
1, 1954, c. 1213, Title III, § 301, 6
85-630, §§ 1, 4(b), 72 Stat. 583, 58

Historic

1958 Amendment. Subsec. (a) Pub.L. 85-630, § 1(1), provided that where the Commissioners are evenly divided it shall be deemed that the Commission made an affirmative determination.

Subsec. (b). Pub.L. 85-630, §§ 1(2), 4(b), substituted "constructed value" for "cost of production", and inserted provisions requiring publication of notice in the Federal Register.

Subsec. (c). Pub.L. 85-630, § 1(3), added subsec. (c).

1954 Amendment. Act Sept. 1, 1954 amended section transferred the injury determination authority from the Secretary of the Treasury to the Tariff Commission, provided that such determination be made within 3 months from the determination of the question of a dumping price by the Secretary, and provided that the Secretary's authority to withhold appraisement reports be limited to merchandise entered, or withdrawn from warehouse, for consumption, not more than 120 days before the question of dumping was first raised.

Effective Date of 1958 Amendment. Section 6 of Pub.L. 85-630, provided that:

"The amendments made by this Act [adding section 170a of this title and amending this section and sections 161, 164, 165, 168, 169 and 171 of this title] shall apply with respect to all merchandise as to which no appraisement report has been made on or before the date of the enactment of this Act [August 14, 1958]; except that such amendments shall not apply with respect to any merchandise which—

"(1) was exported from the country of exportation before the date of the enactment of this Act [August 14, 1958], and

"(2) is subject to a finding under the Antidumping Act, 1921, [sections 160–171 of this title], which (A) is outstanding on the date of enactment of this Act [August 14, 1958], or (B) was revoked on or before the date of the enactment of this Act [August 14, 1958], but is still applicable to such merchandise."

Effective Date of 1954 Amendment. Section 601 of Act Sept. 1, 1954 provided that: "Titles II, III, IV, and VI of this

; injury determination;
praisement; publication in

easury (hereinafter called
s or kind of foreign mer-
n the United States or else-
so advise the United States
sion shall determine within
stry in the United States is
ited from being established,
erchandise into the United
investigation as it deems
its determination, and, if
e Secretary shall make pub-
–173 of this title called a
determination of the said
bsection, the said Commis-
ffirmative determination if
voting are evenly divided
be in the affirmative or in
hall include a description
ch it applies in such detail
e of customs officers.

ted merchandise of a class
so made public a finding,
spect, from the invoice or
ed to him or to any person
been delegated, that the
er's sales price is less or
value (or, in the absence
he shall forthwith publish
and shall authorize, under
withholding of appraise-
ered, or withdrawn from
n one hundred and twenty
een raised by or presented
nder this section has been
ecretary, or until the Sec-
d for in subdivision (a) in

ther foreign merchandise
ed States at less than its
mmission, upon making its
section, shall each pub-

lish such determination in the Federal Register, with a statement of the reasons therefor, whether such determination is in the affirmative or in the negative. May 27, 1921, c. 14, § 201, 42 Stat. 11; Sept. 1, 1954, c. 1213, Title III, § 301, 68 Stat. 1138; Aug. 14, 1958, Pub.L. 85–630, §§ 1, 4(b), 72 Stat. 583, 585.

Historical Note

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Effective Date of 1958 Amendment. Section 6 of Pub.L. 85–630, provided that:

"The amendments made by this Act [adding section 170a of this title and amending this section and sections 161, 164, 165, 168, 169 and 171 of this title] shall apply with respect to all merchandise as to which no appraisement report has been made on or before the date of the enactment of this Act [August 14, 1958]; except that such amendments shall not apply with respect to any merchandise which—

"(1) was exported from the country of exportation before the date of the enactment of this Act [August 14, 1958], and

"(2) is subject to a finding under the Antidumping Act, 1921, [sections 160–171 of this title], which (A) is outstanding on the date of enactment of this Act [August 14, 1958], or (B) was revoked on or before the date of the enactment of this Act [August 14, 1958], but is still applicable to such merchandise."

Effective Date of 1954 Amendment. Section 601 of Act Sept. 1, 1954 provided that: "Titles II, III, IV, and VI of this Act [which amended this section, sections 161(a), 1001 (par. 1559) [repealed], 1201 (par. 1615g) [repealed], 1441(3), 1451, 1581 (d), 1605, 1607, 1610, 1612 of this title, section 545 of Title 18, section 91 of Title 46, sections 1421e and 1644 of Title 48, added sections 1301a and 1595a of this title, and repealed section 483 of this title and section 106 of Title 46] shall be effective on and after the thirtieth day following the date of the enactment of this Act [Sept. 1, 1954]".

Short Title. Section 1 of Act Sept. 1, 1954 provided that Act Sept. 1, 1954, which added sections 1301a, 1595a of this title, amended this section and sections 161, 1001 par. 1559 [repealed], 1201 par. 1615 [repealed], 1441, 1451, 1581, 1605, 1607, 1610, 1612 of this title, sections 545 of Title 18, Crimes and Criminal Procedure, 91 of Title 46, Shipping, 1421e, 1644 of Title 48, Territories and Insular Possessions, and enacted provisions set out as notes under this section and section 1332 of this title, may be cited as the "Customs Simplification Act of 1954."

Antidumping Act Unaffected by Act August 2, 1956; Review of Operation of Act and Report to Congress. Section 5 of Act Aug. 2, 1956, c. 887, 70 Stat. 948, provided that: "Nothing in this Act [enacting provisions set out as notes under this section and sections 2, 1351, 1401a, and 1402 of this title, and enacting section 1401a of this title, amending pars. 27(c) and 28(c) of section 1001 of this title [repealed], sections 1402, 1500(f), and 1583 of this title, and section 372(c) of Title 31, Money and Finance, and repealing sections 12–18, 21–24, 26–28, 30, 40, 53–57, 59, 61, 62, 67, 376, 379, 390, 494, 526, 541, 542, 549, and 579 of this title, and section 711(7) of Title 31, Money and Finance] shall be considered to repeal, modify, or supersede, directly or indirectly, any provision of the Antidumping Act, 1921, as amended [sections 160–171 of this title]. The Secretary of the Treasury, after consulting with the United States Tariff Commission, shall review the operation and effectiveness of such Antidumping Act and report thereon to the Congress within six m nths after the date of enactment of this A t [Aug. 2, 1956]. In that report, the Secretary shall recommend to the Congress any amendment of such Antidumping Act which he considers desirable

Note 1

or necessary to provide for greater certainty, speed, and efficiency in the enforcement of such Antidumping Act."

Antidumping Act Unaffected by Tariff Act of 1930. This section and sections 161–171 of this title were expressly excepted from repeal or amendment by section 651(d) of the Tariff Act of 1930 (Act June 17, 1930, c. 497, 46 Stat. 763, in effect June 18, 1930) which provided: "Nothing in this Act shall be construed to amend or repeal any of the following provisions of law: * * * (5) the Antidumping Act, 1921 [sections 160–171 of this title]."

Legislative History: For legislative history and purpose of Act Sept. 1, 1954, see 1954 U.S.Code Cong. and Adm.News, p. 3900. See, also, Pub.L. 85-630, 1958 U.S.Code Cong. and Adm.News, p. 3498.

Cross References

Office of appraiser abolished except at Port of New York, see section 5a of this title.

Notes of Decisions

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Publication of notice 8
Purpose 2
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Library references

Custom Duties ⇐53, 72.
C.J.S. Customs Duties §§ 78, 79, 109, 135.

1. Constitutionality

Sections 160–171 of this title provided for collection of additional duty and not penalty, and therefore were not invalid as taking property without due process of law. C. J. Tower & Sons v. U. S., 1934, 71 F.2d 438, 21 Ct.Cust. & Pat.App. 417.

Sections 160–171 of this title do not violate the U.S.C.A.Const. Amend. 5, as it imposes a tax and not a penalty. C. J. Tower & Sons v. U. S., 1934, 71 F.2d 438, 21 Ct.Cust. & Pat.App. 417. See, also, Amtorg Trading Corp. v. U. S., 1934, 71 F.2d 524, 21 Ct.Cust. & Pat.App. 532.

Congress was within its constitutional powers in enacting this section, and it was not a forbidden delegation of legislative power. Kleberg & Co., Inc. v. U. S., 1933, 71 F.2d 332, 21 Ct.Cust. & Pat.App. 110.

Sections 160–171 of this title were not unconstitutional on ground that they failed to give importer access to constitutional court, or that importer had to pay dumping duty before appeal to Customs Court, or that importer could not know standard by which he would be taxed. Kreutz v. Durning, C.C.A.N.Y.1934, 69 F. 2d 802. See, also Kleberg & Co., Inc. v. U. S., 1933, 71 F.2d 332, 21 Ct.Cust. & Pat. App. 110.

2. Purpose

Sections 160–171 of this title were product of concern of Congress to protect United States producers against actual or threatened demoralization of American markets, from importation of articles at prices less than fair market value of those articles sold for home consumption in exporting country. Ellis K. Orlowitz Co. v. U. S., Cust.Ct.1961, 200 F.Supp. 302.

3. Industry

"Industry", for purposes of applying sections 160–171 of this title to importation of cast-iron soil pipe, did not mean entire domestic cast-iron soil pipe industry, and said sections could be invoked for protection of producers in California. Ellis K. Orlowitz Co. v. U. S., Cust.Ct.1961, 200 F. Supp. 302.

4. Nature of Secretary's powers

Secretary of Treasury, in making a finding of dumping under this section is acting as an administrative agency and is controlled by Administrative Procedure Act, section 1001 et seq. of Title 5. Elof Hansson, Inc. v. U. S., Cust.Ct.1959, 178 F. Supp. 922, 296 F.2d 779, 48 C.C.P.A. 91, certiorari denied 82 S.Ct. 179, 368 U.S. 899, 7 L.Ed.2d 95.

The powers conferred upon the Secretary of the Treasury by this section are ministerial only, and call for no discretion except in methods of fact finding. U. S. v. Central Vermont Ry. Co., 1929, 17 Ct.Cust. & Pat.App. 166.

Powers conferred on Secretary of the Treasury by this section are intended to be personal to the Secretary, and findings and their publication should have his personal approval. 1925, 35 Op.Atty.Gen. 15.

5. Delegation of duty

Dumping order issued by Assistant Secretary of Treasury was not invalid as against contention that it was not order of Secretary, where Secretary's statements on written interrogatories showed he was familiar with decision and facts on which it was based and that order was issued with his authority. C. J. Tower & Sons v. U. S., 1934, 71 F.2d 438, 21 Ct.Cust. & Pat.App. 417.

An order purporting to be a finding under this section, signed by Chief Clerk of the Treasury Department as "Acting Assistant Secretary," was void. U. S. v. William Prym of America, Inc., 1929, 17 Ct.Cust. & Pat.App. 180.

A finding under this section which is void because made by a person without authority to make it is not validated by its publication in the weekly Treasury Decisions which are issued over the name of the Secretary himself. Id.

Secretary may legally authorize Assistant Secretary to issue orders under this section, and where order was issued by the Treasury Department signed by an Assistant Secretary, such authority must be presumed in absence of showing to contrary. U. S. v. Central Vermont Ry. Co., 1929, 17 Ct.Cust. & Pat.App. 166.

Publication by Secretary of the Treasury as to "rugs from Canada," referring to "the special agent in charge at New York" for "further description of this particular merchandise," was void as an attempt by the Secretary to delegate to the special agent the duty imposed by Congress upon him. U. S. v. Tower & Sons, 1927, 14 Ct.Cust.App. 421.

6. Agreements between domestic and foreign producers

A domestic producer of aluminum could lawfully agree with foreign producers that if the foreign producers refrained from violating sections 160–171 of this title, the domestic producer would not be guilty of the same misconduct in the countries of the foreign producers. U. S. v. Aluminum Co. of America, D.C.N.Y.1941, 44 F.Supp. 97, certified and transferred 64 S.Ct. 1283, 322 U.S. 716, 88 L.Ed. 1557, affirmed in part and reversed in part on other grounds 148 F.2d 416.

7. Proceedings, generally

Secretary of Treasury is not confined to any particular source or means of investigation as to propriety of anti-dumping order, and need not disclose to public

...s in this Act shall be construed ...d or repeal any of the following ...s of law: * * * (5) the Anti- ... Act, 1921 [sections 160-171 of ...]."

...ative History: For legislative ...nd purpose of Act Sept. 1, 1954, U.S.Code Cong. and Adm.News, ... See, also, Pub.L. 85-620, 1958 Cong. and Adm.News, p. 3498.

...s

... York, see section 5a of this title.

...s

... duty before appeal to Customs ... that importer could not know ... by which he would be taxed. ... Durning, C.C.A.N.Y.1934, 69 F. ... See, also Kleberg & Co., Inc. v. ...3, 71 F.2d 332, 21 Ct.Cust. & Pat.

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...try

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...e of Secretary's powers

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7. Proceedings, generally

Secretary of Treasury is not confined to any particular source or means of investigation as to propriety of anti-dumping order, and need not disclose to public inspection information so obtained. Kleberg & Co., Inc. v. U. S., 1933, 71 F.2d 332, 21 Ct.Cust. & Pat.App. 110.

Goods imported subject to provisions of sections 160-171 of this title could be made subject to antidumping duty under order issued after entry of goods, where appraisement was held in abeyance until issuance of order. Id.

As long as Secretary of Treasury keeps within bounds of sections 160-171 of this title, importers have no just ground for complaint, for no one has legal right to maintenance of existing rate or duty. Kreutz v. Elting, D.C.N.Y.1933, 3 F.Supp. 364, affirmed 69 F.Supp. 802.

8. Publication of notice

Hardboard importer who had actual notice of pendency of investigation by the Secretary of the Treasury under this section and who actively participated therein without objection, waived any alleged procedural irregularity based upon Secretary's failure to publish notice of proceeding as required by section 1001 et seq. of Title 5. U. S. v. Elof Hansson, Inc., 1960, 296 F.2d 779, 48 C.C.P.A. 91, certiorari denied 82 S.Ct. 179, 368 U.S. 899, 7 L.Ed. 2d 95.

Appellant having admittedly had in addition the best of all notice, actual notice, of the determination of both the Secretary and the Tariff Commission, cannot be heard to complain of notice of the content of these determinations. Ellis K. Orlowitz Co. v. U. S., 1964, 50 C.C.P.A. 36.

9. Appraisement

In proceeding for assessment of dumping duties, appraisement was void because of failure of local appraiser to take samples of flour imported, or designate one out of ten packages for examination. C. J. Tower & Sons v. U. S., 1934, 71 F.2d 438, 21 Ct.Cust. & Pat.App. 417.

In proceeding for assessment of dumping duties, that examiners went to railroad cars and inspected flour within cars was not compliance with law as to taking samples where one package out of ten was not designated to be sent to appraiser's store. Id.

Where there was no valid appraisement by local appraiser of goods imported and no ascertainment of foreign market value or cost of production, no ascertainment of special dumping duty could be made. Id.

10. Fair value

The Secretary did not proceed on a wrong theory of law when he established "fair value" under this section on the

basis of article 712 of the Treasury Regulations, which provided that merchandise is sold at less than its fair value within the meaning of this section if the purchase price or exporter's sale price is less than its foreign market value or cost of production. Kleberg & Co., Inc. v. U. S., 1933, 71 F.2d 332, 21 Ct.Cust. & Pat.App. 110.

Treasury regulations defining fair value of imported merchandise as its foreign-market value or cost of production was not in excess of secretary's authority under sections 160–171 of this title authorizing anti-dumping duty. Id.

11. Findings

Evidence supported Secretary of the Treasury's finding that domestic hardboard industry would be injured by imports of Swedish hardboard. U. S. v. Elof Hansson, Inc., 1960, 290 F.2d 779, 48 CCPA 91, certiorari denied 82 S.Ct. 179, 368 U.S. 899, 7 L.Ed.2d 95.

12. Review

Court of Customs and Patent Appeals would not re-evaluate evidence and make its own findings on appeal from Secretary of the Treasury's finding of dumping with respect to hardboard imported from Sweden. U. S. v. Elof Hansson, Inc., 1960, 290 F.2d 779, 48 CCPA 91, certiorari denied 82 S.Ct. 179, 368 U.S. 899, 7 L.Ed.2d 95.

On appeal to Customs Court in proceeding for assessment of dumping duties, matter of transferring cause to Washington for hearing was matter of discretion. C. J. Tower & Sons v. U. S., 1934, 71 F.2d 438, 21 Ct.Cust. & Pat.App. 417.

On appeal to Customs Court in proceeding for assessment of dumping duties, sustaining objection to written interrogatory addressed to Secretary of Treasury was not reversible error, though such interrogatory seemed unobjectionable, where ground covered was fully covered by answers to allowed interrogatories. Id.

If the Secretary of the Treasury has proceeded in the method prescribed the courts may not judicially inquire into the correctness of his conclusions and as section is constitutional, the judicial power extends only to a correction of his failure to proceed according to and within the section. Kleberg & Co., Inc. v. U. S., 1933, 71 F.2d 332, 21 Ct.Cust. & Pat.App. 110. See, also, Amtorg Training Corp. v. U. S., 1934, 71 F.2d 524, 21 Ct.Cust. & Pat.App. 532.

Court of Customs and Patent Appeals in reviewing anti-dumping order of Secretary of Treasury cannot conduct investigation as to whether facts shown below justified order. Kleberg & Co., Inc. v. U. S., 1933, 71 F.2d 332, 21 Ct.Cust. & Pat.App. 110.

Determination of Secretary of the Treasury and Tariff Commission under sections 160–171 of this title is not subject to judicial review as to discretionary findings, but is subject to review as to compliance with terms of authority delegated by Congress. Ellis K. Orlowitz Co. v. U. S., Cust.Ct.1961, 200 F.Supp. 302.

Record in action attacking antidumping order did not support contention that Secretary of the Treasury's finding did not recite required determination of Tariff Commission, but substituted Secretary's own incorrect version. Id.

Importer appeals from the judgment of the Customs Court, Third Division, upholding the determination by the Secretary of the Treasury, of the dumping of cast iron soil pipe, pursuant to this section. Importer claims that the determination of dumping was illegal, null and void, arguing that (1) the Commission's determination of injury or likelihood of injury to the producers of cast iron soil pipe in California was an insufficient basis on which to conclude that an industry in the United States is being, or is likely to be injured, and (2) that the Secretary fatally erred in not reporting verbatim the determination of the Commission. Affirmed. Ellis K. Orlowitz Co. v. U. S., 1964, 50 CCPA 36.

13. Jurisdiction

In suit to enjoin liquidation of entry of duties on phosphate under sections 160–171 of this title on ground that appraisal was concededly erroneous, and was reinstated after dismissal of appeal therefrom only because of technical defects in procedural law, federal District Court had no jurisdiction of the subject-matter, notwithstanding alleged hardship resulting from such liquidation, in absence of showing that Secretary of Treasury exceeded his statutory authority in proclaiming that dumping of phosphate was likely to occur. Cottman Co. v. Dailey, D.C.Md.1937, 20 F. Supp. 142.

The Customs Court and Court of Customs Appeals have exclusive jurisdiction to deal with protests and appeals from liquidation of entry of customs duties. Id.

14. Injunctions

American cement manufacturers had adequate remedy in Customs Court, when Secretary of Treasury found that cement from Norway was not being sold at less than its fair value (and that imposition upon importer of a "special dumping

duty" was thus not justified), and, t
fore, action in District Court for de
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North Am. Cement Corp. v. Ande
1960, 284 F.2d 591, 109 U.S.App.D.C. 1

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Collector of Customs from assessin
special dumping duty, reverse a deci
of the Court of Customs and Patent
peals affirming the decision of the
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praisement held that the appeal was
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dence of the statutory cost of produc
or foreign market value. Cottman Co
Dailey, C.C.A.Md.1938, 94 F.2d 85.

That this section is allegedly un
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assistants does not warrant the Dist
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SPECIAL

§ 161. Amount of duty
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Determination of Secretary of the Treasury and Tariff Commission under sections 160–171 of this title is not subject to judicial review as to discretionary findings, but is subject to review as to compliance with terms of authority delegated by Congress. Ellis K. Orlowitz Co. v. U. S., Cust.Ct.1961, 200 F.Supp. 302.

Record in action attacking antidumping order did not support contention that Secretary of the Treasury's finding did not recite required determination of Tariff Commission, but substituted Secretary's own incorrect version. Id.

Importer appeals from the judgment of the Customs Court, Third Division, upholding the determination by the Secretary of the Treasury, of the dumping of cast iron soil pipe, pursuant to this section. Importer claims that the determination of dumping was illegal, null and void, arguing that (1) the Commission's determination of injury or likelihood of injury to the producers of cast iron soil pipe in California was an insufficient basis on which to conclude that an industry in the United States is being, or is likely to be injured, and (2) that the Secretary illegally erred in not reporting verbatim the determination of the Commission. Affirmed. Ellis K. Orlowitz Co. v. U. S., 1951, 39 CCPA 36.

1. Jurisdiction

In suit to enjoin liquidation of entry of fertilizer on phosphate under sections 160–171 of this title on ground that appraisal was grossly erroneous, and was reinstated after dismissal of appeal therefrom only because of technical defects in procedural steps, federal District Court had no jurisdiction of the subject-matter, notwithstanding alleged hardship resulting from the liquidation, in absence of showing that Secretary of Treasury exceeded his statutory authority in proclaiming that dumping of phosphate was likely to occur. Kleiman Co. v. Dailey, D.C.Md.1937, 20 F. Supp. 142.

The Customs Court and Court of Customs Appeals have exclusive jurisdiction to deal with protests and appeals from liquidation of entry of customs duties.

Injunctions

American cement manufacturers had adequate remedy in Customs Court, when Secretary of Treasury found that cement from Norway was not being sold at less than its fair value (and that imposition on importer of a "special dumping

duty" was thus not justified), and, therefore, action in District Court for declaratory and injunctive relief would not lie. North Am. Cement Corp. v. Anderson, 1960, 284 F.2d 591, 109 U.S.App.D.C. 162.

Neither the District Court nor Court of Appeals may in effect, by enjoining the Collector of Customs from assessing a special dumping duty, reverse a decision of the Court of Customs and Patent Appeals affirming the decision of the Customs Court, which, on appeal to reappraisement held that the appeal was subject to dismissal because of lack of evidence of the statutory cost of production or foreign market value. Cottman Co. v. Dailey, C.C.A.Md.1938, 94 F.2d 85.

That this section is allegedly unconstitutional or the imposition of a special dumping duty beyond the statutory power of the Secretary of the Treasury or his assistants does not warrant the District Court in enjoining the Collector of Customs from assessing the duty; Congress having given an adequate remedy at law. Id.

If Secretary of Treasury or any of his assistants or subordinates undertakes to act to prejudice of citizens' constitutional rights, beyond powers granted by federal statutes, such action may be enjoined by federal District Court of appropriate venue jurisdiction. Id.

Importers were not entitled to restrain enforcement of findings made by Secretary of Treasury under sections 160–171 of this title on ground importers were not given hearing, since sections 160–171 of this title does not require such procedure. Kreutz v. Elting, D.C.N.Y.1933, 3 F.Supp. 364, affirmed 69 F.2d 802.

If customs officials had no legal authority to collect special dumping duties, importers have legal remedy in Customs Court and other courts, and suit for injunction could not be maintained. Id.

In suit to restrain enforcement of findings by Secretary of Treasury under sections 160–171 of this title, importers' allegations were tantamount to admission that Secretary made findings on proof that purchase price or exporter's sales price was less than foreign market value. Id.

Special Dumping Duty

§ 161. Amount of duty to be collected; determination of foreign market value of goods

(a) In the case of all imported merchandise, whether dutiable or free of duty, of a class or kind as to which the Secretary of the Treasury has made public a finding as provided for in section 160 of this title, entered, or withdrawn from warehouse, for consumption, not more than one hundred and twenty days before the question of dumping was raised by or presented to the Secretary or any person to whom authority under said section has been delegated, and as to which no appraisement report has been made before such finding has been so made public, if the purchase price or the exporter's sales price is less than the foreign market value (or, in the absence of such value, than the constructed value) there shall be levied, collected, and paid, in addition to any other duties imposed thereon by law, a special dumping duty in an amount equal to such difference.

(b) In determining the foreign market value for the purposes of subsection (a) of this section, if it is established to the satisfaction of the Secretary or his delegate that the amount of any difference between the purchase price and the foreign market value (or that the fact that the purchase price is the same as the foreign market value) is wholly or partly due to—

(1) the fact that the wholesale quantities, in which such or similar merchandise is sold or, in the absence of sales, offered

for sale for exportation to the United States in the ordinary course of trade, are less or are greater than the wholesale quantities in which such or similar merchandise is sold or, in the absence of sales, offered for sale in the principal markets of the country of exportation in the ordinary course of trade for home consumption (or, if not so sold or offered for sale for home consumption, then for exportation to countries other than the United States),

(2) other differences in circumstances of sale, or

(3) the fact that merchandise described in subdivision (C), (D), (E), or (F) of section 170a(3) of this title is used in determining foreign market value,

then due allowance shall be made therefor.

(c) In determining the foreign market value for the purposes of subsection (a) of this section, if it is established to the satisfaction of the Secretary or his delegate that the amount of any difference between the exporter's sales price and the foreign market value (or that the fact that the exporter's sales price is the same as the foreign market value) is wholly or partly due to—

(1) the fact that the wholesale quantities in which such or similar merchandise is sold or, in the absence of sales, offered for sale in the principal markets of the United States in the ordinary course of trade, are less or are greater than the wholesale quantities in which such or similar merchandise is sold or, in the absence of sales, offered for sale in the principal markets of the country of exportation in the ordinary course of trade for home consumption (or, if not so sold or offered for sale for home consumption, then for exportation to countries other than the United States),

(2) other differences in circumstances of sale, or

(3) the fact that merchandise described in subdivision (C), (D), (E), or (F) of section 170a(3) of this title is used in determining foreign market value,

then due allowance shall be made therefor. May 27, 1921, c. 14, § 202, 42 Stat. 11; Sept. 1, 1954, c. 1213, Title III, § 302, 68 Stat. 1139; Aug. 14, 1958, Pub.L. 85–630, §§ 2, 4(b), 72 Stat. 583, 585.

Historical Note

1958 Amendment. Subsec. (a). Pub.L. 85–630, § 4(b), substituted "constructed value" for "cost of production".

Subsec. (b). Pub.L. 85-630, § 2, substituted "the Secretary or his delegate" for "appraising officers", "sold or, in the absence of sales, offered for sale" for "sold or freely offered for sale to all purchasers" in two instances, and "are less or are greater than the wholesale quantities" for "are greater than the wholesale quantities", inserted "(or that the fact that the purchase price is the same as the foreign market value)" preceding "is wholly or partly due", and authorized consideration of other differences in circumstances of sale, and the fact that merchandise described in section 170a(3) (C), (D), (E), or (F) of this title is used in determining foreign market value.

Subsec. (c). Pub.L. 85-630, § 2, substituted "the Secretary or his delegate" for "appraising officers", "sold or, in the absence of sales, offered for sale" for "sold

or freely offered for sale to all purchasers" in two instances, and "are less or are greater than the wholesale quantities" for "are greater than the wholesale quantities", inserted "(or that the fact that the exporter's sales price is the same as the foreign market value)" preceding "is wholly or partly due", and authorized consideration of other differences in circumstances of sale, and the fact that merchandise described in section 170a(3)(C), (D), (E), or (F) of this title is used in determining foreign market value.

1954 Amendment. Subsec. (a). Act Sept. 1, 1954 provided that duty be applicable only to unappraised entries first entered, or withdrawn from warehouse, for consumption within 120 days before the question of dumping was first raised by or presented to the Secretary of the Treasury.

Effective Date of 1958 Amendment. For provisions relating to effective date and applicability of the amendment to this section by Pub.L. 85–630, see section 6 of Pub.L. 85–630, set out as a note under section 160 of this title.

Effective Date of 1954 Amendment. Amendment of subsec. (a) by Act Sept. 1, 1954 effective on and after the thirtieth day following Sept. 1, 1954, see note set out under section 160 of this title.

Cross References

Office of appraiser abolished except at Port of New York, see section 5a of this title.

Notes of Decisions

Authority to impose duty 1
Validity of assessment 2

Library references

Customs Duties ⇐72, 75, 77.
C.J.S. Customs Duties §§ 109, 110, 135 et seq., 140.

1. Authority to impose duty

Order issued by Treasury Department under this section and signed by Assistant Secretary was sufficient authority for the imposition of dumping duty assessed. U. S. v. Central Vermont Ry. Co., 1929, 17 Ct.Cust. & Pat.App. 166.

2. Validity of assessment

Under the facts, galvanized wire fish trap netting was properly assessed special dumping duties under this section in addition to the regular duties. U. S. v. European Trading Co., 1940, 27 C.C.P.A. 289.

Judgment sustaining appraisement under this section was reversed for want of statement of facts sustaining finding. U. S. v. Borgfeldt & Co., 1924, 12 Ct.Cust. & Pat.App. 324.

Purchase Price

§ 162. Purchase price

For the purposes of this section and sections 160–171 of this title, the purchase price of imported merchandise shall be the price at which such merchandise has been purchased or agreed to be purchased, prior to the time of exportation, by the person by whom or for whose account the merchandise is imported, plus, when not included in such price, the cost of all containers and coverings and all other costs, charges, and expenses incident to placing the merchandise in condition, packed ready for shipment to the United States, less the amount, if any, included in such price, attributable to any additional costs, charges, and expenses, and United States import duties, incident to bringing the merchandise from the place of shipment in the country of exportation to the place of delivery in the United States; and plus the amount, if not included in such price, of any export tax imposed by the country of exportation on

the exportation of the merchandise to the United States; and plus the amount of any import duties imposed by the country of exportation which have been rebated, or which have not been collected, by reason of the exportation of the merchandise to the United States; and plus the amount of any taxes imposed in the country of exportation upon the manufacturer, producer, or seller, in respect to the manufacture, production, or sale of the merchandise, which have been rebated, or which have not been collected, by reason of the exportation of the merchandise to the United States. May 27, 1921, c. 14, § 203, 42 Stat. 12.

Library references: Customs Duties ⇐72; C.J.S. Customs Duties §§ 109, 135.

EXPORTER'S SALES PRICE

§ 163. Determination of exporter's sales price

For the purpose of sections 160–171 of this title, the exporter's sales price of imported merchandise shall be the price at which such merchandise is sold or agreed to be sold in the United States, before or after the time of importation, by or for the account of the exporter, plus, when not included in such price, the cost of all containers and coverings and all other costs, charges, and expenses incident to placing the merchandise in condition, packed ready for shipment to the United States, less (1) the amount, if any, included in such price, attributable to any additional costs, charges, and expenses, and United States import duties, incident to bringing the merchandise from the place of shipment in the country of exportation to the place of delivery in the United States, (2) the amount of the commissions, if any, for selling in the United States the particular merchandise under consideration, (3) an amount equal to the expenses, if any, generally incurred by or for the account of the exporter in the United States in selling identical or substantially identical merchandise, and (4) the amount of any export tax imposed by the country of exportation on the exportation of the merchandise to the United States; and plus the amount of any import duties imposed by the country of exportation which have been rebated, or which have not been collected, by reason of the exportation of the merchandise to the United States; and plus the amount of any taxes imposed in the country of exportation upon the manufacturer, producer, or seller in respect to the manufacture, production or sale of the merchandise, which have been rebated, or which have not been collected, by reason of the exportation of the merchandise t the United States. May 27, 1921, c. 14, § 204, 42 Stat. 13.

Library references: Customs Duties ⇐72; C.J.S. Customs Duties §§ 109, 135.

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Customs Duties §§ 109, 135.

FOREIGN MARKET VALUE

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§ 164. Determination of foreign market value

For the purposes of sections 160–171 of this title the foreign market value of imported merchandise shall be the price, at the time of exportation of such merchandise to the United States, at which such or similar merchandise is sold or, in the absence of sales, offered for sale in the principal markets of the country from which exported, in the usual wholesale quantities and in the ordinary course of trade for home consumption (or, if not so sold or offered for sale for home consumption, or if the Secretary determines that the quantity sold for home consumption is so small in relation to the quantity sold for exportation to countries other than the United States as to form an inadequate basis for comparison, then the price at which so sold or offered for sale for exportation to countries other than the United States), plus, when not included in such price, the cost of all containers and coverings and all other costs, charges, and expenses incident to placing the merchandise in condition packed ready for shipment to the United States, except that in the case of merchandise purchased or agreed to be purchased by the person by whom or for whose account the merchandise is imported, prior to the time of exportation, the foreign market value shall be ascertained as of the date of such purchase or agreement to purchase. In the ascertainment of foreign market value for the purposes of sections 160–171 of this title no pretended sale or offer for sale, and no sale or offer for sale intended to establish a fictitious market, shall be taken into account. If such or similar merchandise is sold or, in the absence of sales, offered for sale through a sales agency or other organization related to the seller in any of the respects described in section 166 of this title the prices at which such or similar merchandise is sold or, in the absence of sales, offered for sale by such sales agency or other organization may be used in determining the foreign market value. May 27, 1921, c. 14, § 205, 42 Stat. 13; Aug. 14, 1958, Pub.L. 85–630, § 3, 72 Stat. 584.

Historical Note

1958 Amendment. Pub.L. 85–630 substituted "sold or, in the absence of sales, offered for sale" for "sold or freely offered for sale to all purchasers", inserted provisions authorizing the Secretary to base foreign market value on the price for exportation to countries other than the United States when he determines that the quantity sold for home consumption is so small as to form an inadequate basis for comparison, and permitted, in cases where merchandise is sold or offered for sale through a sales agency or other organization related to the seller, consideration of the prices at which the merchandise is sold, or offered for sale, by the sales agency or other organization.

Effective Date of 1958 Amendment. For provisions relating to effective date and applicability of the amendment to this section by Pub.L. 85–630, see section 6 of Pub.L. 85–630, set out as a note under section 160 of this title.

Legislative History: For legislative history and purpose of Pub.L. 85–630, see 1958 U.S.Code Cong. and Adm.News, p. 3498.

Notes of Decisions

Foreign market value 3
Home consumption 1
Sold or freely offered for sale 2

Library references

Customs Duties ⇐75.
C.J.S. Customs Duties §§ 110, 135, 140.

1. Home consumption

Home consumption, under this section, means the destruction of the article in the country of production, and may be by use or conversion into another manufactured product. J. H. Cottman & Co. v. U. S., 1932, 20 Ct.Cust. & Pat.App. 344.

2. Sold or freely offered for sale

The terms "sold or freely offered for sale" and "ordinary course of trade," are not satisfied by conditional and restricted sales, and such restrictions may be as to the number of purchasers or as to the use of the property sold. J. H. Cottman & Co. v. U. S., 1932, 20 Ct.Cust. & Pat.App. 344.

A sale by a governmental agency in Morocco to farmers in that country with restrictions upon the use to which the same may be put and like restricted sales to foreign countries are not such sales as establish foreign-market value under this section. Id.

3. Foreign market value

Foreign-market value as defined in this section is intended to refer to values existing in a free, open, unrestricted market, where people meet under normal competitive conditions to buy and sell their goods. J. H. Cottman & Co. v. U. S., 1932, 20 Ct.Cust. & Pat.App. 344.

Where only two classes of sales were made, one class to a manufacturer of phosphate rock and another class to individual farmers and farmer cooperative associations at a lower price, the latter class of sales did not constitute any substantial evidence of foreign market value. U. S. v. J. H. Cottman & Co., 1930, 18 Ct.Cust. & Pat.App. 132.

§ 165. Constructed value—Determination

(a) For the purposes of sections 160–171 of this title, the constructed value of imported merchandise shall be the sum of—

(1) the cost of materials (exclusive of any internal tax applicable in the country of exportation directly to such materials or their disposition, but remitted or refunded upon the exportation of the article in the production of which such materials are used) and of fabrication or other processing of any kind employed in producing such or similar merchandise, at a time preceding the date of exportation of the merchandise under consideration which would ordinarily permit the production of that particular merchandise in the ordinary course of business;

(2) an amount for general expenses and profit equal to that usually reflected in sales of merchandise of the same general class or kind as the merchandise under consideration which are made by producers in the country of exportation, in the usual wholesale quantities and in the ordinary course of trade, except that (A) the amount for general expenses shall not be less than 10 per centum of the cost as defined in paragraph (1), and (B) the amount for profit shall not be less than 8 per centum of the sum of such general expenses and cost; and

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reign-market value as defined in this on is intended to refer to values ing in a free, open, unrestricted et, where people meet under normal etitive conditions to buy and sell goods. J. H. Cottman & Co. v. 1932, 20 Ct.Cust. & Pat.App. 344.

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and profit equal to that lise of the same general consideration which are xportation, in the usual y course of trade, except es shall not be less than paragraph (1), and (B) han 8 per centum of the and

(3) the cost of all containers and coverings of whatever nature, and all other expenses incidental to placing the merchandise under consideration in condition, packed ready for shipment to the United States.

Transactions disregarded; best evidence

(b) For the purposes of this section, a transaction directly or indirectly between persons specified in any one of the paragraphs in subsection (c) of this section may be disregarded if, in the case of any element of value required to be considered, the amount representing that element does not fairly reflect the amount usually reflected in sales in the market under consideration of merchandise of the same general class or kind as the merchandise under consideration. If a transaction is disregarded under the preceding sentence and there are no other transactions available for consideration, then the determination of the amount required to be considered shall be based on the best evidence available as to what the amount would have been if the transaction had occurred between persons not specified in any one of the paragraphs in subsection (c) of this section.

Persons involved in disregarded transactions

(c) The persons referred to in subsection (b) of this section are:

(1) Members of a family, including brothers and sisters (whether by the whole or half blood), spouse, ancestors, and lineal descendants;

(2) Any officer or director of an organization and such organization;

(3) Partners;

(4) Employer and employee;

(5) Any person directly or indirectly owning, controlling, or holding with power to vote, 5 per centum or more of the outstanding voting stock or shares of any organization and such organization; and

(6) Two or more persons directly or indirectly controlling, controlled by, or under common control with, any person.

May 27, 1921, c. 14, § 206, 42 Stat. 213; Aug. 14, 1958, Pub.L. 85–630, § 4(a), 72 Stat. 584.

Historical Note

1958 Amendment. Subsec. (a), formerly entire section, so designated by Pub.L. 85–630, and amended by substituting "constructed value" for "cost of production", and inserting provisions excluding from consideration in determining cost of materials any internal tax applicable in the country of exportation directly to the materials or their disposition, but remitted or refunded upon the exportation of the article in the production of which the materials are used.

Subsecs. (b) and (c). Pub.L. 85 630 added subsecs. (b) and (c).

Effective Date of 1958 Amendment. For provisions relating to effective date and applicability of the amendment to this section by Pub.L. 85-630, see section 6 of Pub.L. 85-630, set out as a note under section 160 of this title.

Notes of Decisions

Assessment 3
Cost of materials 1
Profit 2

Library references

Customs Duties ⇐75.
C.J.S. Customs Duties §§ 110, 125, 140.

1. Cost of materials

Where the government of the French protectorate of Morocco controlled the rock-phosphate mines of the country and furnished this product to the governmental sales agency and, in computing cost of production, no cost of materials was included as an element of such cost, this did not show the cost of production under this section, and in such cases some cost of materials had to be shown. J. H. Cottman & Co. v. U. S., 1932, 20 Ct.Cust. & Pat.App. 344.

2. Profit

The amount to be added under this section was to be computed from the profit which was realized from the major quantity of the product sold. J. H. Cottman & Co. v. U. S., 1932, 20 Ct.Cust. & Pat.App. 344.

3. Assessment

The Government's contention, in effect, that, while the finished netting had no foreign value, the rods, per se, did have and that the per se foreign value of the rods, instead of their actual cost, must be taken as the element in determining the cost of production of the finished netting, is untenable. U. S. v. European Trading Co., 1940, 27 C.C.P.A. 289.

Since the purchase or invoice price (accepted as the United States value for the imposition of the regular duties with the exception noted, supra,) was not less than the actual cost of the iron rod portion of the material which entered into the production of the wire netting (the other elements entering into the cost of production are not here in issue), the appraiser, in appraising the merchandise, improperly added a so-called export rebate of 3,482.47 reichsmarks (referred to in the report of a Treasury representative) to the actual cost thereof for the purpose of assessing the involved special dumping duties upon the basis of the cost of production. Id.

EXPORTER

§ 166. Exporter defined

For the purposes of sections 160–171 of this title, the exporter of imported merchandise shall be the person by whom or for whose account the merchandise is imported into the United States:

(1) If such person is the agent or principal of the exporter, manufacturer, or producer; or

(2) If such person owns or controls, directly or indirectly, through stock ownership or control or otherwise, any interest in the business of the exporter, manufacturer, or producer; or

(3) If the exporter, manufacturer, or producer owns or controls, directly or indirectly, through stock ownership or control or otherwise, any interest in any business conducted by such person; or

(4) If any person or persons, jointly or severally, directly or indirectly, through stock ownership or control or otherwise, own or control in the aggregate 20 per centum or more of the voting power or control in the business carried on by the person by whom or for whose account the merchandise is imported into the United States, and also 20 per centum or more of such power or control in the busi-

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Library references: Customs Duties ⇐72; C.J.S. Customs Duties §§ 100, 135.

OATHS AND BONDS ON ENTRY

§ 167. Oath and bond of person for whose account merchandise is imported before delivery thereof

In the case of all imported merchandise, whether dutiable or free of duty, of a class or kind as to which the Secretary of the Treasury has made public a finding as provided in section 160 of this title, and delivery of which has not been made by the collector before such finding has been so made public, unless the person by whom or for whose account such merchandise is imported makes oath before the collector, under regulations prescribed by the Secretary, that he is not an exporter, or unless such person declares under oath at the time of entry, under regulations prescribed by the Secretary, the exporter's sales price of such merchandise, it shall be unlawful for the collector to deliver the merchandise until such person has made oath before the collector, under regulations prescribed by the said Secretary, that the merchandise has not been sold or agreed to be sold by such person, and has given bond to the collector, under regulations prescribed by the Secretary, with sureties approved by the collector, in an amount equal to the estimated value of the merchandise, conditioned: (1) That he will report to the collector the exporter's sales price of the merchandise within thirty days after such merchandise has been sold or agreed to be sold in the United States; (2) that he will pay on demand from the collector the amount of special dumping duty, if any, imposed by sections 160–171 of this title, upon such merchandise; and (3) that he will furnish to the collector such information as may be in his possession and as may be necessary for the ascertainment of such duty, and will keep such records as to the sale of such merchandise as the Secretary may by regulation prescribe. May 27, 1921, c. 14, § 208, 42 Stat. 14.

Library references: Customs Duties ⇐72, 86; C.J.S. Customs Duties §§ 100, 135, 199 et seq.

DUTIES OF APPRAISERS

§ 168. Appraisal and report to collector

In the case of all imported merchandise, whether dutiable or free of duty, of a class or kind as to which the Secretary of the Treasury has made public a finding as provided in section 160 of this title, and as to which the appraiser or person acting as appraiser has made no appraisement report to the collector before such finding has been so made public, it shall be the duty of each appraiser or person acting as appraiser, by all reasonable ways and means to ascertain,

estimate, and appraise (any invoice or affidavit thereto or statement of constructed value to the contrary notwithstanding) and report to the collector the foreign market value or the constructed value, as the case may be, the purchase price, and the exporter's sales price, and any other facts which the Secretary may deem necessary for the purposes of sections 160–171 of this title. May 27, 1921, c. 14, § 209, 42 Stat. 15; Aug. 14, 1958, Pub.L. 85–630, § 4(b), 72 Stat. 585.

Library references: Customs Duties ⇐72, 75; C.J.S. Customs Duties §§ 109, 110, 135, 140.

Historical Note

1958 Amendment. Pub.L. 85–630 substituted "constructed value" for "cost of production".

Effective Date of 1958 Amendment. For provisions relating to effective date and applicability of the amendment to this section by Pub.L. 85–630, see section 6 of Pub.L. 85–630, set out as a note under section 160 of this title.

Legislative History: For legislative history and purpose of Pub.L. 85–630, see 1958 U.S.Code Cong. and Adm.News, p. 3498.

Cross References

Office of surveyor abolished except at Port of New York, see section 5a of this title.

Appeals and Protests

§ 169. Appeals, etc., from determinations of appraisers

For the purposes of sections 160–171 of this title, the determination of the appraiser or person acting as appraiser as to the foreign market value or the constructed value, as the case may be, the purchase price, and the exporter's sales price, and the action of the collector in assessing special dumping duty, shall have the same force and effect and be subject to the same right of appeal and protest, under the same conditions and subject to the same limitations; the United States Customs Court, and the Court of Customs and Patent Appeals shall have the same jurisdiction, powers, and duties in connection with such appeals and protests as in the case of appeals and protests relating to customs duties under existing law. May 27, 1921, c. 14, § 210, 42 Stat. 15; May 28, 1926, c. 411, § 1, 44 Stat. 669; Mar. 2, 1929, c. 488, § 1, 45 Stat. 1475; Aug. 14, 1958, Pub.L. 85–630, § 4(b), 72 Stat. 585.

Historical Note

Codification. Words "general appraisers" were deleted from this section in view of change of name to United States Customs Court by Act May 28, 1926. See also section 405a of this title.

Act Mar. 2, 1929, provided that "the title of the United States Court of Customs Appeals, created by the Act approved August 5, 1909, is hereby changed to the United States Court of Customs and Patent Appeals."

1958 Amendment. Pub.L. 85–630 substituted "constructed value" for "cost of production".

Effective Date of 1958 Amendment. For provisions relating to effective date and applicability of the amendment to this section by Pub.L. 85–630, see section 6 of Pub.L. 85–630, set out as a note under section 160 of this title.

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Cross References

Collector, conclusiveness of decisions, see section 1514 of this title.
Office of surveyor abolished except at Port of New York, see section 5a of this title.

Notes of Decisions

Library references
Customs Duties ⟸82 et seq.
C.J.S. Customs Duties § 161 et seq.

Appeals
New York corporation, though under control through stock ownership of Russian Government which was not recognized by United States, could properly appeal to reappraisement after assessment of antidumping duties, since corporation was citizen of New York, and act was not concerned with ownership of stock nor where stockholders resided; character of corporation, its powers and responsibilities, being dependent on place where charter was granted. Amtorg Trading Corporation v. U. S., 1934, 71 F.2d 524, 21 Ct.Cust. & Pat.App. 532.

Where Court of Customs and Patent Appeals dismissed appeal to reappraisement notwithstanding conceded incorrectness of appraisal under sections 160–171 of this title, with technical result that original appraisal was reinstated, Collector's liquidation of entry on basis of original appraisal is not final and hence taxpayers' remedy is protest and appeal rather than suit in District Court to enjoin liquidation of entry. Cottman Co. v. Dailey, D.C.Md.1937, 20 F.Supp. 142.

On an appeal to reappraisement taken under this section with respect to merchandise imported prior to September 22, 1922, no appeal to Court of Customs Appeals was given by the Act of 1922. Wanamaker v. U. S., 1924, 12 Ct.Cust.App. 306.

Drawbacks

§ 170. Special duties treated as regular duties

The special dumping duty imposed by sections 160–171 of this title shall be treated in all respects as regular customs duties within the meaning of all laws relating to the drawback of customs duties. May 27, 1921, c. 14, § 211, 42 Stat. 15.

Cross References

Drawback on exportation of articles manufactured or produced with use of imported merchandise, see section 1313 of this title.
Refund of duties upon exportation of merchandise continuously in bonded warehouse or otherwise in custody and under control of customs officers, see section 1557 of this title.

Notes of Decisions

Library references
Customs Duties ⟸77.
C.J.S. Customs Duties § 135 et seq.

Purpose
The term "regular customs duties" as used in this section indicates that Congress desired and intended that the additional duties provided for in this act should be considered as duties for all purposes. C. J. Tower & Sons v. U. S., 1934, 71 F.2d 438, 21 Ct.Cust. & Pat.App. 417.

DEFINITIONS

§ 170a. Definitions

For the purposes of sections 160–171 of this title—

(1) The term "sold or, in the absence of sales, offered for sale" means sold or, in the absence of sales, offered—

(A) to all purchasers at wholesale, or

(B) in the ordinary course of trade to one or more selected purchasers at wholesale at a price which fairly reflects the market value of the merchandise,

without regard to restrictions as to the disposition or use of the merchandise by the purchaser except that, where such restrictions are found to affect the market value of the merchandise, adjustment shall be made therefor in calculating the price at which the merchandise is sold or offered for sale.

(2) The term "ordinary course of trade" means the conditions and practices which, for a reasonable time prior to the exportation of the merchandise under consideration, have been normal in the trade under consideration with respect to merchandise of the same class or kind as the merchandise under consideration.

(3) The term "such or similar merchandise" means merchandise in the first of the following categories in respect of which a determination for the purposes of sections 160–171 of this title can be satisfactorily made:

(A) The merchandise under consideration and other merchandise which is identical in physical characteristics with, and was produced in the same country by the same person as, the merchandise under consideration.

(B) Merchandise which is identical in physical characteristics with, and was produced by another person in the same country as, the merchandise under consideration.

(C) Merchandise (i) produced in the same country and by the same person as the merchandise under consideration, (ii) like the merchandise under consideration in component material or materials and in the purposes for which used, and (iii) approximately equal in commercial value to the merchandise under consideration.

(D) Merchandise which satisfies all the requirements of subdivision (C) except that it was produced by another person.

(E) Merchandise (i) produced in the same country and by the same person and of the same general class or kind as the merchandise under consideration, (ii) like the merchandise under consideration in the purposes for which used,

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§ 171. Citation

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§ 172. Addition

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and (iii) which the Secretary or his delegate determines may reasonably be compared for the purposes of sections 160–171 of this title with the merchandise under consideration.

(F) Merchandise which satisfies all the requirements of subdivision (E) except that it was produced by another person.

(4) The term "usual wholesale quantities", in any case in which the merchandise in respect of which value is being determined is sold in the market under consideration at different prices for different quantities, means the quantities in which such merchandise is there sold at the price or prices for one quantity in an aggregate volume which is greater than the aggregate volume sold at the price or prices for any other quantity.

May 27, 1921, c. 14, § 212, as added Aug. 14, 1958, Pub.L. 85–630, § 5, 72 Stat. 585.

Library references: Customs Duties ⇐72; C.J.S. Customs Duties §§ 109, 135.

Historical Note

Effective Date. For provisions relating to effective date and applicability of this section, see section 6 of Pub.L. 85-630, set out as a note under section 160 of this title.

Legislative History: For legislative history and purpose of Pub.L. 85-630, see 1958 U.S.Code Cong. and Ad.News, p. 3498.

SHORT TITLE

§ 171. Citation

Sections 160–171 of this title may be cited as the "Antidumping Act, 1921." May 27, 1921, c. 14, § 213, formerly § 212, 42 Stat. 15, renumbered Aug. 14, 1958, Pub.L. 85–630, § 5, 72 Stat. 585.

Library references: Customs Duties ⇐72; C.J.S. Customs Duties §§ 109, 135.

ADDITIONAL DEFINITIONS

§ 172. Additional definitions

When used in sections 160–171 of this title—

The term "person" includes individuals, partnerships, corporations, and associations; and

The term "United States" includes all Territories and possessions subject to the jurisdiction of the United States, except the Virgin Islands, the islands of Guam and Tutuila, and the Canal Zone. May 27, 1921, c. 14, § 406, 42 Stat. 18; Proc.No.2695, July 4, 1946, 11 F.R. 7517, 60 Stat. 1352.

Library references: Customs Duties ⇐72; C.J.S. Customs Duties §§ 109, 135.

Historical Note

Codification. Words "the Philippine Islands" were omitted on authority of 1946 Proc.No.2695, which is set out as a note under section 1394 of Title 22, Foreign Relations and Intercourse, and in which the President proclaimed the independence of the Philippines.

This section prior to its incorporation into the Code provided that the terms defined should have the meanings set forth "when used in Title II or Title III or in this title" (of the Act of May 27, 1921, c. 14, 42 Stat. 9). Title II of that Act is incorporated in the Code as sections 160 to 171 of this title, Title III was repealed by Act Sept. 21, 1922, c. 356, Title IV, § 643, 42 Stat. 989. Title IV, §§ 401 and 402 were omitted from the Code as superseded by former sections 331, 345, and 352 of this title (Act Sept. 21, 1922, c. 356, Title IV, §§ 481(a), 484(a) and 485(a)), which in turn were superseded by Act June 17, 1930, c. 497, Title IV, §§ 481, 484, and 485, 46 Stat. 719, 722, 724 (sections 1481, 1484, 1485 of this title). Section 403 (a) amended Act Aug. 27, 1894, c. 349, § 25, 28 Stat. 532, and, as again amended by Act Sept. 21, 1922, c. 356, Title IV, § 522(a), 42 Stat. 974, was incorporated into the Code as the first paragraph of section 372 of Title 31, Money and Finance. Sections 403(b) and 403(c) were omitted from the Code as superseded by paragraphs (b) and (c) of section 372 of Title 31, Money and Finance (Act Sept. 21, 1922, c. 356, Title IV, §§ 522(b), 522(c), 42 Stat. 974). Sections 404 and 405 were omitted from the Code as superseded by former sections 394 and 395 of this title (Act Sept. 21, 1922, c. 356, Title IV, §§ 510, 511, 42 Stat. 988). Those sections were repealed by Act June 17, 1930, c. 497, Title IV, § 651(a) (1), 46 Stat. 762, and section 395 superseded by section 511 of that act. Sections 406 and 407 were incorporated into the Code as sections 172 and 173 of this title.

RULES AND REGULATIONS

§ 173. Rules and regulations

The Secretary shall make rules and regulations necessary for the enforcement of sections 160–172 of this title. May 27, 1921, c. 14, § 407, 42 Stat. 18.

Historical Note

Codification. This section, prior to its incorporation into the Code, provided that the Secretary should make rules and regulations necessary for the enforcement of "this Act." Titles I and V of that Act were expressly repealed by Act Sept. 21, 1922, c. 356, Title IV, § 643, 42 Stat. 989. See note under section 172 of this title concerning Titles II, III, and IV of that Act.

Notes of Decisions

Presumptions 2
Validity of regulations 1

Library references

Customs Duties ⟸53.
C.J.S. Customs Duties §§ 78, 79.

1. Validity of regulations

Treasury regulation that merchandise is sold at less than fair market value within sections 160–171 of this title, if purchase price or exporter's sale price is less than foreign market value or cost of production, was valid. Kreutz v. Durning, C.C.A. N.Y.1934, 69 F.2d 802, affirmed 3 F.Supp. 364.

2. Presumptions

Where safety matches, imported from Finland during the years 1929 to 1931, were appraised under section 1402 of this title, were further appraised under section 162 of this title at "Unit Purchase Price" and section 165 of this title at "Unit Cost of Production" and the applicable regulations involved, article 790 of Customs Regulations (1937), which prescribed for the administration of section 160 et seq. of this title contained substantially the same provisions as article 792 of Customs Regulations (1931) and article 713 of Customs Regulations (1923) and were held by the Customs Court to be mandatory, importer failed to present any substantial evidence to rebut the presumption that the customs officials properly discharged their duty. U. S. v. Henry W. Peabody & Co., 1953, 40 C.C.P.A.Customs 59.

UNFAIR METHODS

§§ 174–180.

Sections, Act Sept. 21, ... III, § 316(a-g), 42 Stat. ... to unfair acts tending t... domestic industries ... Tariff Commission, ap... bidding of entry of arti... pletion of investigation...

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§§ 182–190.

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Presumptions

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UNFAIR METHODS OF COMPETITION AND IMPORTATION UNLAWFUL

§§ 174–180. Repealed. June 17, 1930, c. 497, Title IV, § 651(a) (1), 46 Stat. 762, eff. June 18, 1930

Historical Note

Sections, Act Sept. 21, 1922, c. 356, Title III, § 316(a-g), 42 Stat. 943, 944, related to unfair acts tending to destroy or injure domestic industries investigations by Tariff Commission, appeals, and the forbidding of entry of articles pending completion of investigations.

Provisions of Tariff Act of 1930 corresponding to section 174, see section 1337 (a) of this title; section 175, see section 1337(b); section 176, see section 1337(c); section 177, see section 1337(d); section 178, see section 1337(e); section 179, see section 1337(f); section 180, see section 1337(g).

IMPORTS FROM COUNTRIES MAKING DISCRIMINATIONS

§ 181. Exclusion of imports from countries making discriminations

Whenever the President shall be satisfied that unjust discriminations are made by or under the authority of any foreign state against the importation to or sale in such foreign state of any product of the United States, he may direct that such products of such foreign state so discriminating against any product of the United States as he may deem proper shall be excluded from importation to the United States; and in such case he shall make proclamation of his direction in the premises, and therein name the time when such direction against importation shall take effect, and after such date the importation of the articles named in such proclamation shall be unlawful. The President may at any time revoke, modify, terminate, or renew any such direction as, in his opinion, the public interest may require. Aug. 30, 1890, c. 839, § 5, 26 Stat. 415.

Library references: Customs Duties ⇐22; C.J.S. Customs Duties § 30.

Cross References

Additional duties on or exclusion of products of countries discriminating against United States, see section 1338 of this title.

§§ 182–190. Repealed. June 17, 1930, c. 497, Title IV, § 651(a) (1), 46 Stat. 762, eff. June 18, 1930

Historical Note

Sections, Act Sept. 21, 1922, c. 356, Title III, § 317(a)-(i), 42 Stat. 944-946, related to new or additional duties on imports from countries making discriminations against United States products, suspension, exclusion and enforcement provisions. Provisions of Tariff Act of 1930 corresponding to section 182, see

TABLE 1-A

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE
ASTORIA TOLL BRIDGE, 1966-1994
Based on Toll Schedule with Commutation Fare
1,150 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments
Prior to Opening	- -	- -	$ - -	$ - -	$ - -	$ 24,000,000	$ 2,908,900	$ 800,0
1966 2/	1335	207,000	331,500	153,000	178,500	23,200,000	174,400	- -
1967	1150	419,000	677,000	86,000	591,000	23,200,000	721,800	800,0
1968	1185	432,500	698,500	295,000	403,500	22,400,000	689,800	800,0
1969	1220	445,300	719,200	393,000	326,200	21,600,000	657,800	800,0
1970	1257	458,800	741,000	393,000	348,000	20,800,000	625,800	800,0
1971	1295	472,700	763,400	395,000	368,400	20,000,000	593,800	800,0
1972	1334	486,900	786,300	177,000	609,300	19,200,000	564,800	800,0
1973	1374	501,500	809,900	60,000	749,900	18,400,000	540,300	800,0
1974	1415	516,500	834,100	306,000	528,100	17,600,000	517,600	800,0
1975	1457	531,800	858,900	404,000	454,900	16,800,000	495,000	800,0
1976	1501	547,900	884,900	405,000	479,900	16,000,000	472,200	800,0
1977	1546	564,300	911,300	407,000	504,300	15,200,000	448,800	800,0
1978	1592	581,100	938,500	190,000	748,500	14,400,000	424,800	800,0
1979	1640	598,600	966,700	73,000	893,700	13,600,000	400,700	800,0
1980	1689	616,500	995,600	322,000	673,600	12,800,000	376,300	800,0
1981	1740	635,100	1,025,700	421,000	604,700	12,000,000	351,600	800,0
1982	1792	654,100	1,056,400	422,000	634,400	11,200,000	326,800	800,0
1983	1846	673,800	1,088,200	425,000	663,200	10,400,000	301,800	800,0
1984	1901	693,900	1,120,600	208,000	912,600	9,600,000	276,600	800,0
1985	1958	714,700	1,154,200	92,000	1,062,200	8,800,000	251,200	800,0
1986	2017	736,200	1,189,000	342,000	847,000	8,000,000	225,600	800,0
1987	2078	758,500	1,225,000	441,000	784,000	7,200,000	199,800	800,0
1988	2140	781,100	1,261,500	443,000	818,500	6,400,000	173,800	800,0
1989	2204	804,500	1,299,300	448,000	851,300	5,600,000	147,600	800,0
1990	2270	828,600	1,338,200	232,000	1,106,200	4,800,000	121,200	985,0
1991	2338	853,400	1,378,200	116,000	1,262,200	3,815,000	100,300	1,161,9
1992	2408	878,900	1,419,400	367,000	1,052,400	2,653,100	66,300	986,1
1993	2480	905,200	1,461,900	468,000	993,900	1,667,000	40,000	953,9
1994 3/	2540	695,200	1,122,800	392,000	730,200	713,100	17,100	713,1
Totals			$ 29,057,200	$ 8,876,600	$ 20,180,600		$ 13,212,500	$ 24,000,0

MAY 5 - 1970

TABLE 1-A

CTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966-1994
Based on Toll Schedule with Commutation Fares -
1,150 ADT in 1967

Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy By Oregon	Subsidy By Washington
- -	$ 24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 [1/]	$ 2,039,500	$ - -
178,500	23,200,000	174,400	- -	174,400	(4,100)	(4,100)	- -
591,000	23,200,000	721,800	800,000	1,521,800	930,800	730,800	200,000
403,500	22,400,000	689,800	800,000	1,489,800	1,086,300	836,300	200,000
326,200	21,600,000	657,800	800,000	1,457,800	1,131,600	931,600	200,000
348,000	20,800,000	625,800	800,000	1,425,800	1,077,800	877,800	200,000
368,400	20,000,000	593,800	800,000	1,393,800	1,025,400	825,400	200,000
609,300	19,200,000	564,800	800,000	1,364,800	755,500	555,500	200,000
749,900	18,400,000	540,300	800,000	1,340,300	590,400	394,240	196,160
528,100	17,600,000	517,600	800,000	1,317,600	789,500	589,500	200,000
454,900	16,800,000	495,000	800,000	1,295,000	840,100	640,100	200,000
479,900	16,000,000	472,200	800,000	1,272,200	792,300	592,300	200,000
504,300	15,200,000	448,800	800,000	1,248,800	744,500	544,500	200,000
748,500	14,400,000	424,800	800,000	1,224,800	476,300	325,780	150,520
893,700	13,600,000	400,700	800,000	1,200,700	307,000	224,200	82,800
673,600	12,800,000	376,300	800,000	1,176,300	502,700	341,620	161,080
604,700	12,000,000	351,600	800,000	1,151,600	546,900	368,140	178,760
634,400	11,200,000	326,800	800,000	1,126,800	492,400	335,440	156,960
663,200	10,400,000	301,800	800,000	1,101,800	438,600	303,160	135,440
912,600	9,600,000	276,600	800,000	1,076,600	164,000	138,400	25,600
1,062,200	8,800,000	251,200	800,000	1,051,200	(11,000)	(11,000)	- -
847,000	8,000,000	225,600	800,000	1,025,600	178,600	147,160	31,440
784,000	7,200,000	199,800	800,000	999,800	215,800	169,480	46,320
818,500	6,400,000	173,800	800,000	973,800	155,300	133,180	22,120
851,300	5,600,000	147,600	800,000	947,600	96,300	96,300	- -
1,106,200	4,800,000	121,200	985,000	1,106,200	- -	- -	- -
1,262,200	3,815,000	100,300	1,161,900	1,262,200	- -	- -	- -
1,052,400	2,653,100	66,300	986,100	1,052,400	- -	- -	- -
993,900	1,667,000	40,000	953,900	993,900	- -	- -	- -
730,200	713,100	17,100	713,100	730,200	- -	- -	- -
20,180,600		$ 13,212,500	$ 24,000,000	$37,212,500	$15,362,500	$12,175,300	$ 3,187,200

NOTED TOM EDWARDS

(Footnotes for TABLE 1-A)

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the br
by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required b

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in September,

6/19/68

(Footnotes for TABLE 1-A)

---

rincipal and interest payments made on the bridge bonds prior to the opening of the bridge were offset terest earnings on the bond funds. Thus, a net subsidy of $2,039,500 were required by Oregon.

bridge on July 29, 1966.

and revenue projection, retirement of the bonds will be accomplished in September, 1994.

RECEIVED
MAR 18 1968
FOR FILING
F-L03-1(16)

March 18, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding, for audit only, three copies of final voucher with supporting documents covering the purchase of rights of way for the following Federal Aid Project:

U-115(16) Astoria Bridge Main River Structure Section $58,605.02

This project is currently programed as a token financed project with federal funds obligated in the amount of one percent. At such time as federal reimbursement is desired; a revised program will be submitted to increase the federal funds to full pro rata and an estimate submitted for execution of the project agreement on the basis of the eligible costs as determined by the final audit.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:jb

RECEIVED
JAN 15 1968
FC...

F-003-1(16)
6268

Salem, Oregon
January 12, 1968

Tom Edwards
Assistant State Highway Engineer
O F F I C E

Hereafter, all I need re traffic on the Astoria Bridge would be monthly averages and accumulated ADT's by whatever period they are compiled.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

1967

Yearly ADT

ASTORIA BR.

1149

NO. DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIO...
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL

1966

ASTORIA TOLL BRIDGE TRAF

(DOES NOT INCLUDE NON-REVEN

(9161 PRESS FIG.)

(9,299 Dedico

(6,151 vehicle
generated

AUGUST ADT - 2,674

Assume 3,148
average
calculations

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

2,713
2,691
2,909
2,818
2,501

29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2

JULY — AUGUST —

U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018 CLEARPRINT PAPER CO NO. C3190. 10 DIVISIONS PER INCH BUFF 8015

1966

BRIDGE TRAFFIC COUNTS

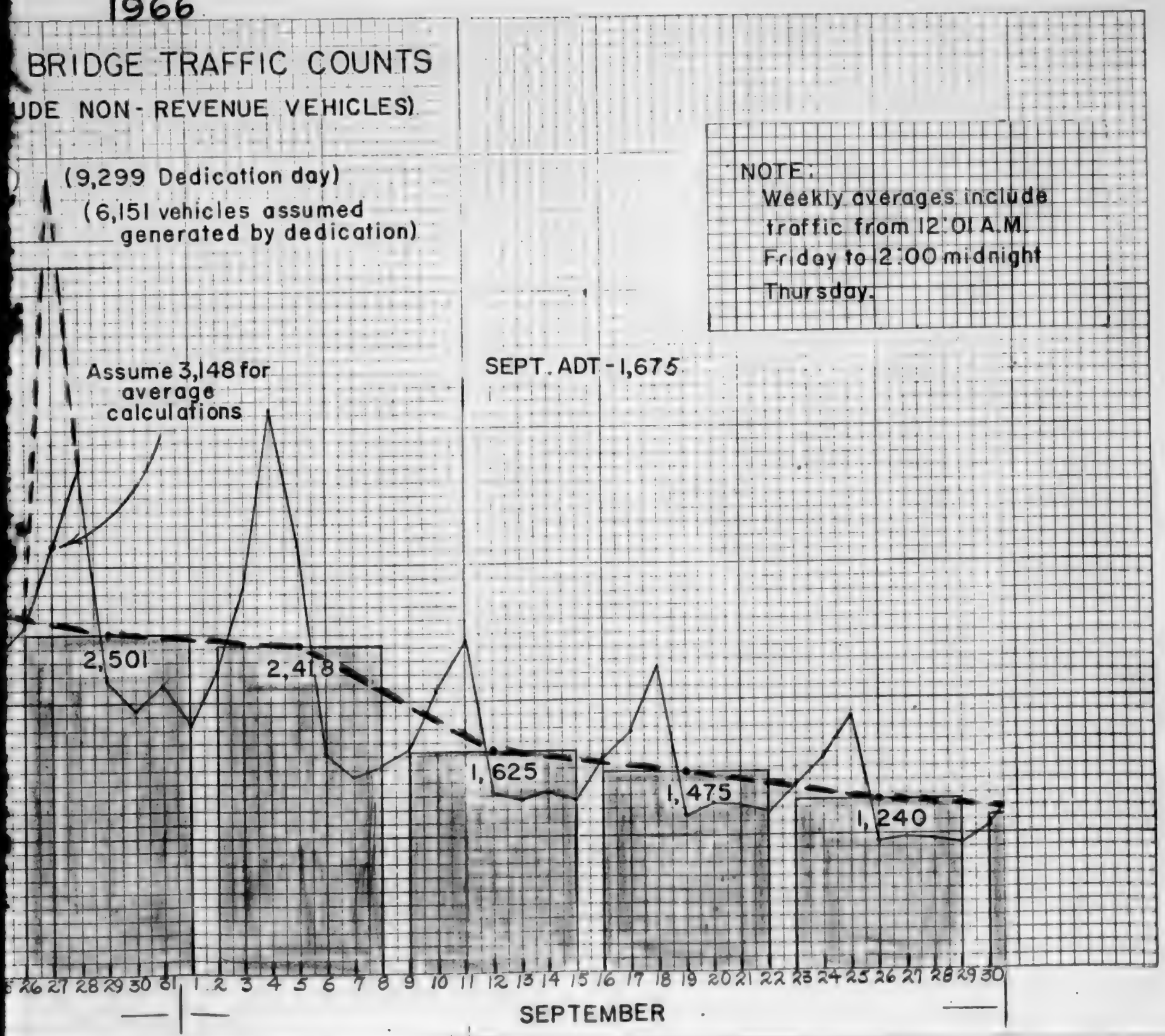
UDE NON-REVENUE VEHICLES)

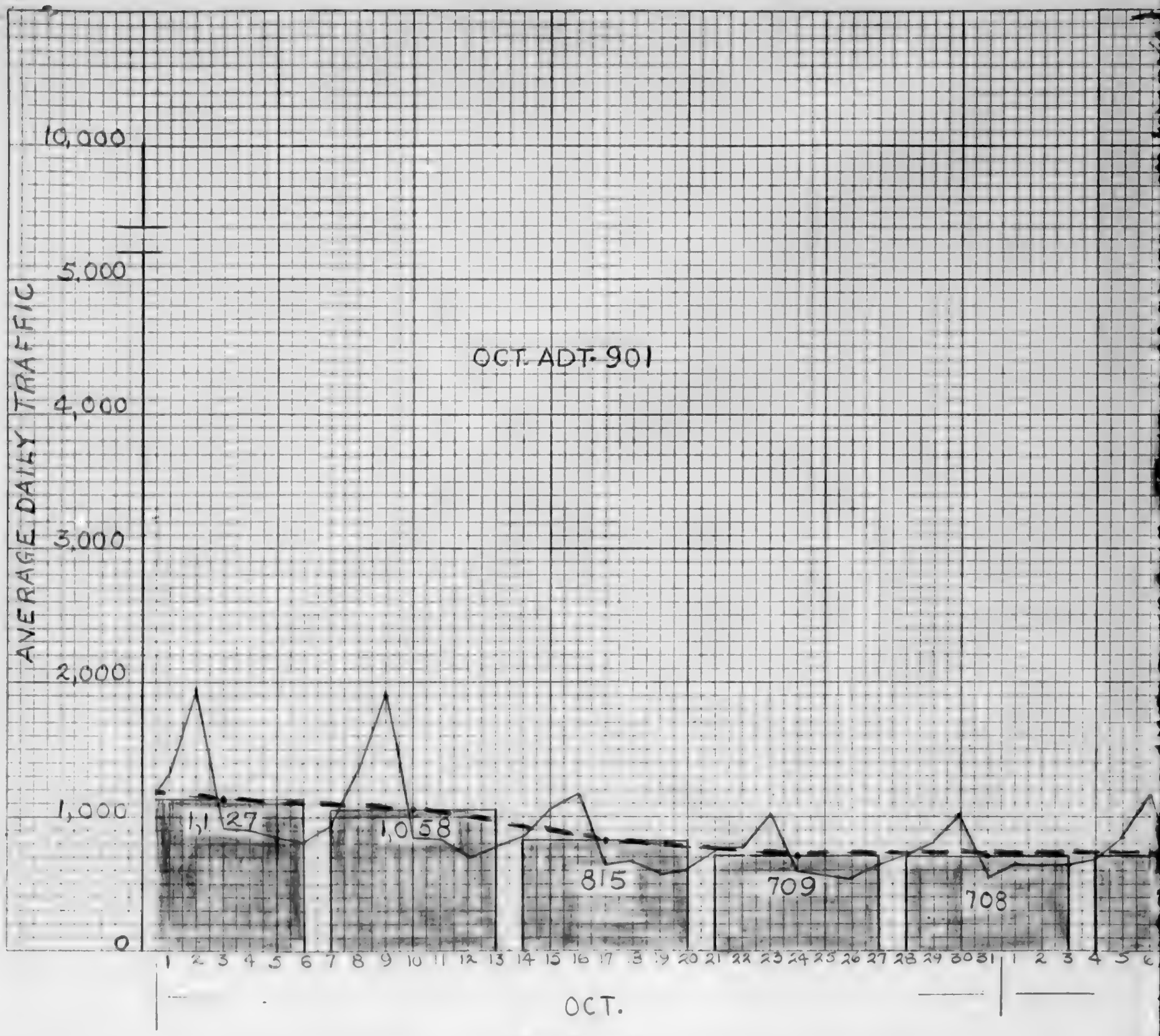
(9,299 Dedication day)
(6,151 vehicles assumed generated by dedication)

NOTE:
Weekly averages include traffic from 12:01 A.M. Friday to 2:00 midnight Thursday.

Assume 3,148 for average calculations

SEPT. ADT - 1,675



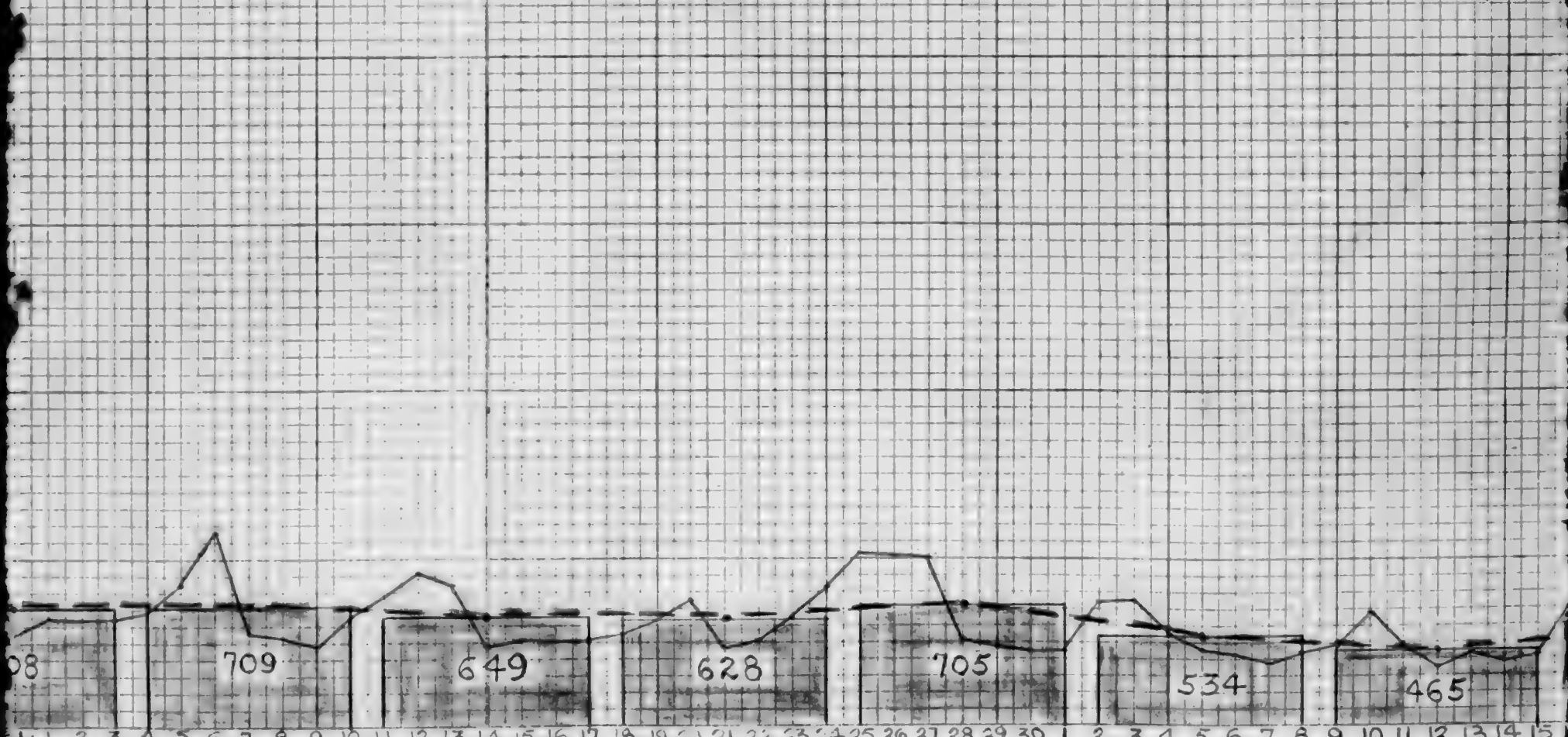


CLASSIC CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
ER CO.

1966

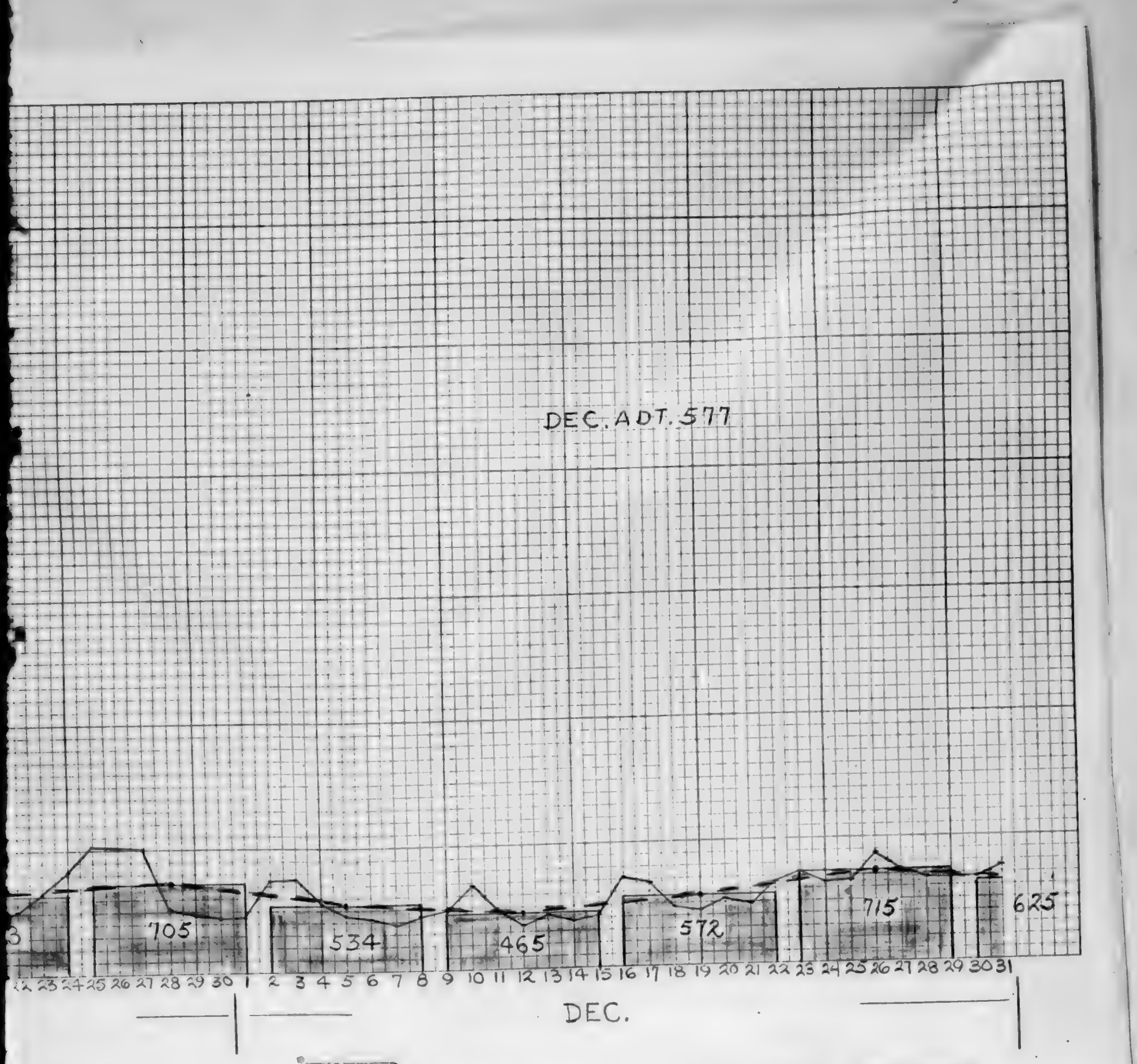
NOV. ADT. 676

DEC.



CLEARPRINT PAPER CO. NO. C1910. 10 E
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS
BOTH WAYS 70 X 100 DIVISIONS.

DEC. ADT. 577



CLEARPRINT PAPER CO NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PA

CLEARPRINT PAPER CO NO 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIO
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPE

ASTORI
(DOES N

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

JANUARY - ADT - 543

582 529 537 546 537

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6

JAN. FEB.

ON CLEARPRINT TECHNICAL PAPER NO. 1018 CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS CLEARPRINT CHARTS

ASTORIA TOLL BRIDGE TRAFFIC COUNTS
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

1967

NOTE:
Weekly averages
traffic from 12:0
Sunday to 12:00 m
Saturday.

FEBRUARY - ADT 672

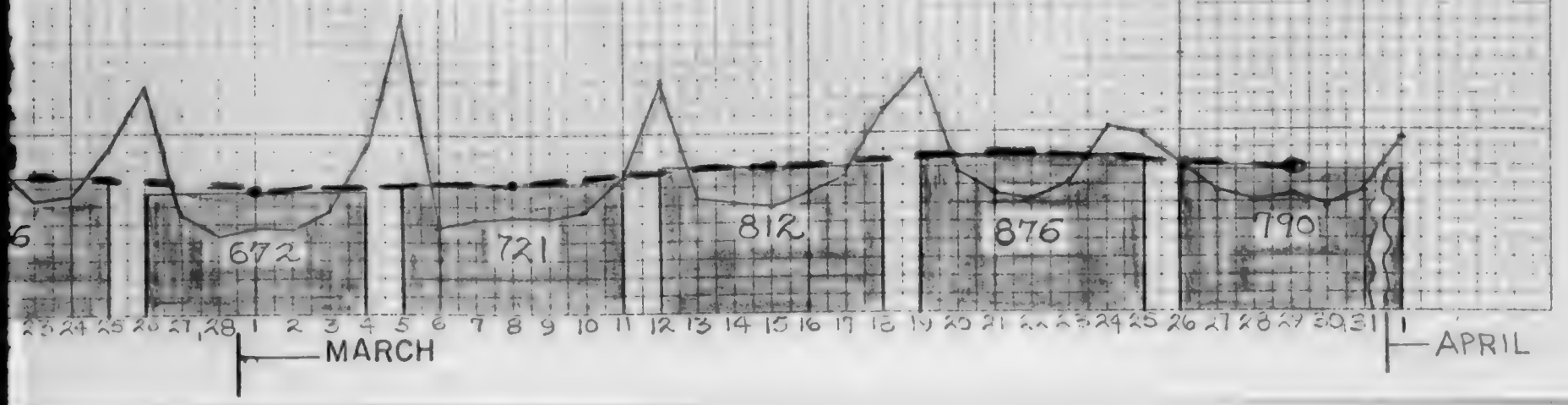
MARCH

CO NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT PAPER CO.

OUNTS
ICLES)

NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

MARCH - ADT - 770



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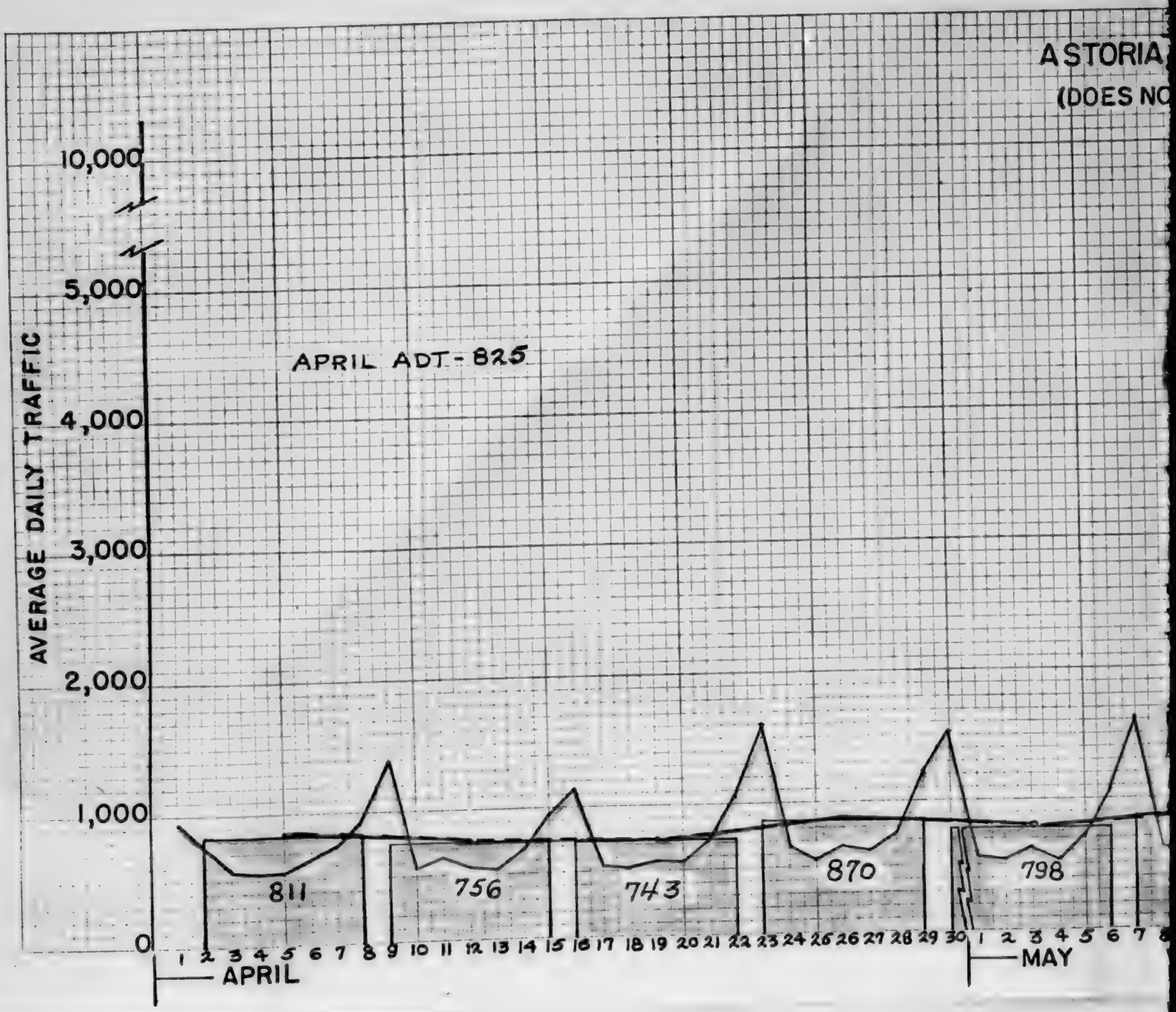


CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO NO C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. CLEARPRINT CHARTS

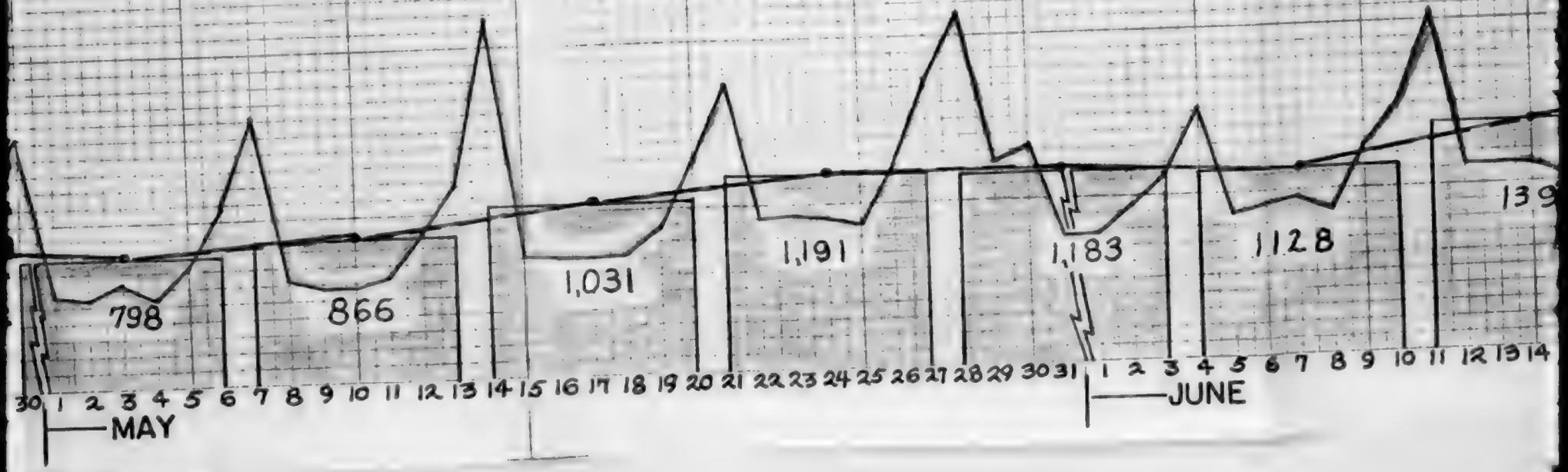
ASTORIA TOLL BRIDGE TRAFFIC COUNTS
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

19 67

NOTE:
Weekly averages
traffic from 12:0
Sunday to 12:00 m
Saturday.

JUNE AD

MAY ADT - 1,004

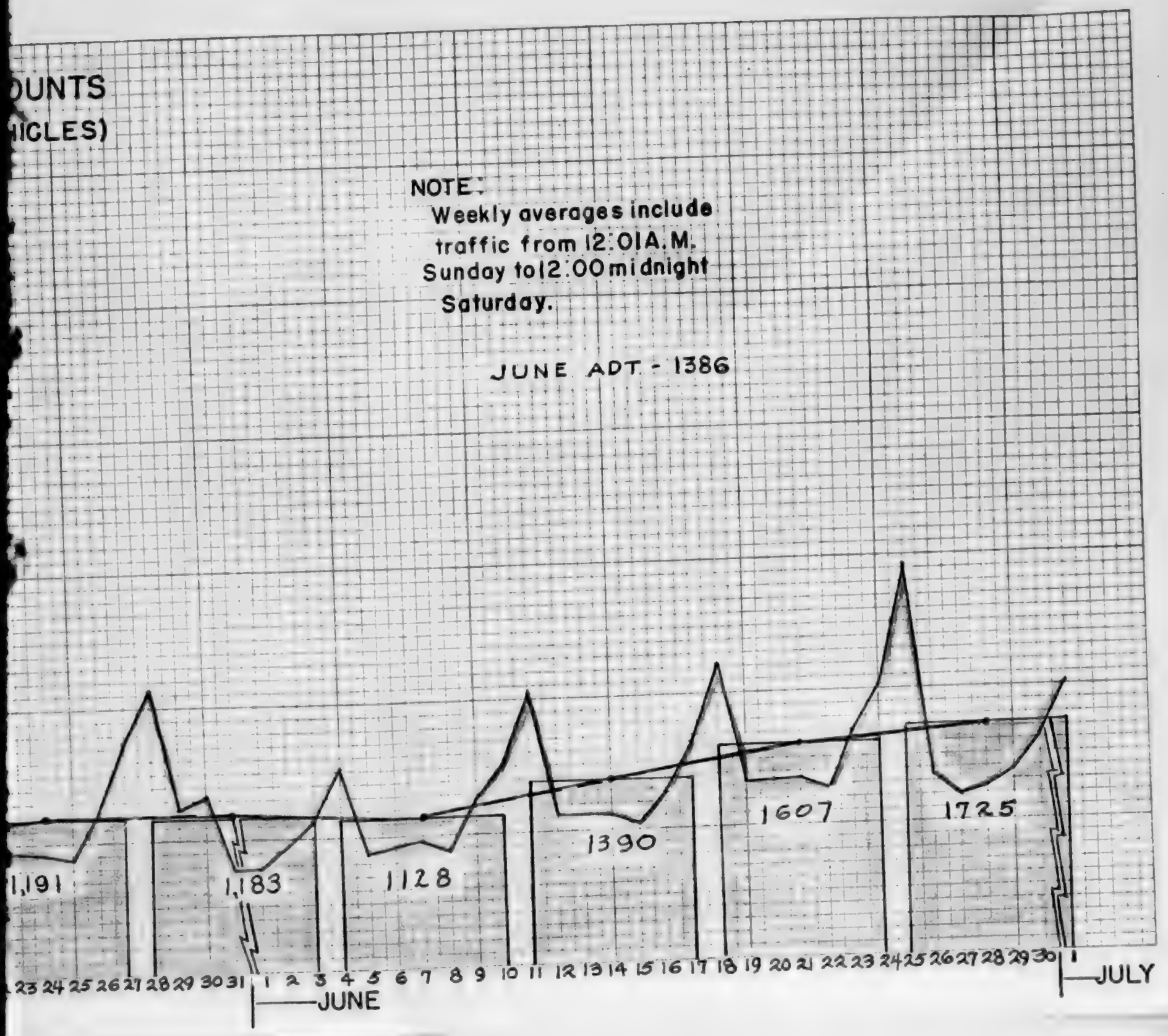


NO C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

OUNTS
HICLES)

NOTE:
Weekly averages include traffic from 12:01A.M. Sunday to 12:00 midnight Saturday.

JUNE ADT - 1386



CLEARPRINT PAPER CO. NO 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVIS!
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO

ASTORIA
(DOES NO

APRIL ADT - 825

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

811
756
743
870
798

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 1 2 3 4 5 6 7 8

APRIL
MAY

IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. CLEARPRIN

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

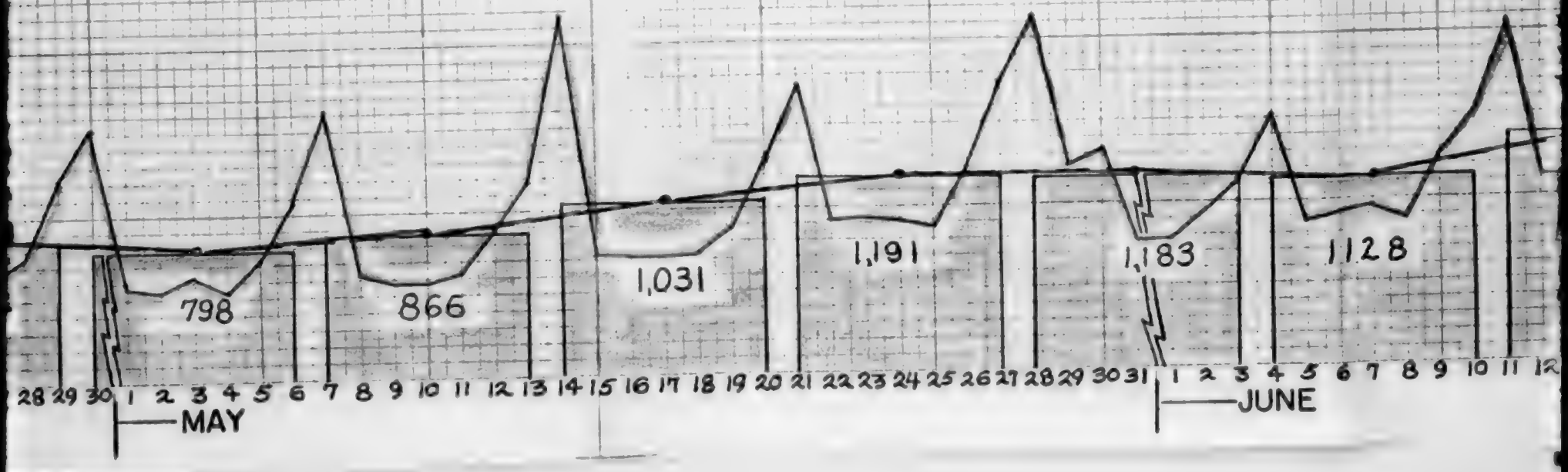
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

19 67

NOTE:
Weekly aver
traffic fro
Sunday to 12
Saturday.

MAY ADT - 1,004

JUNE

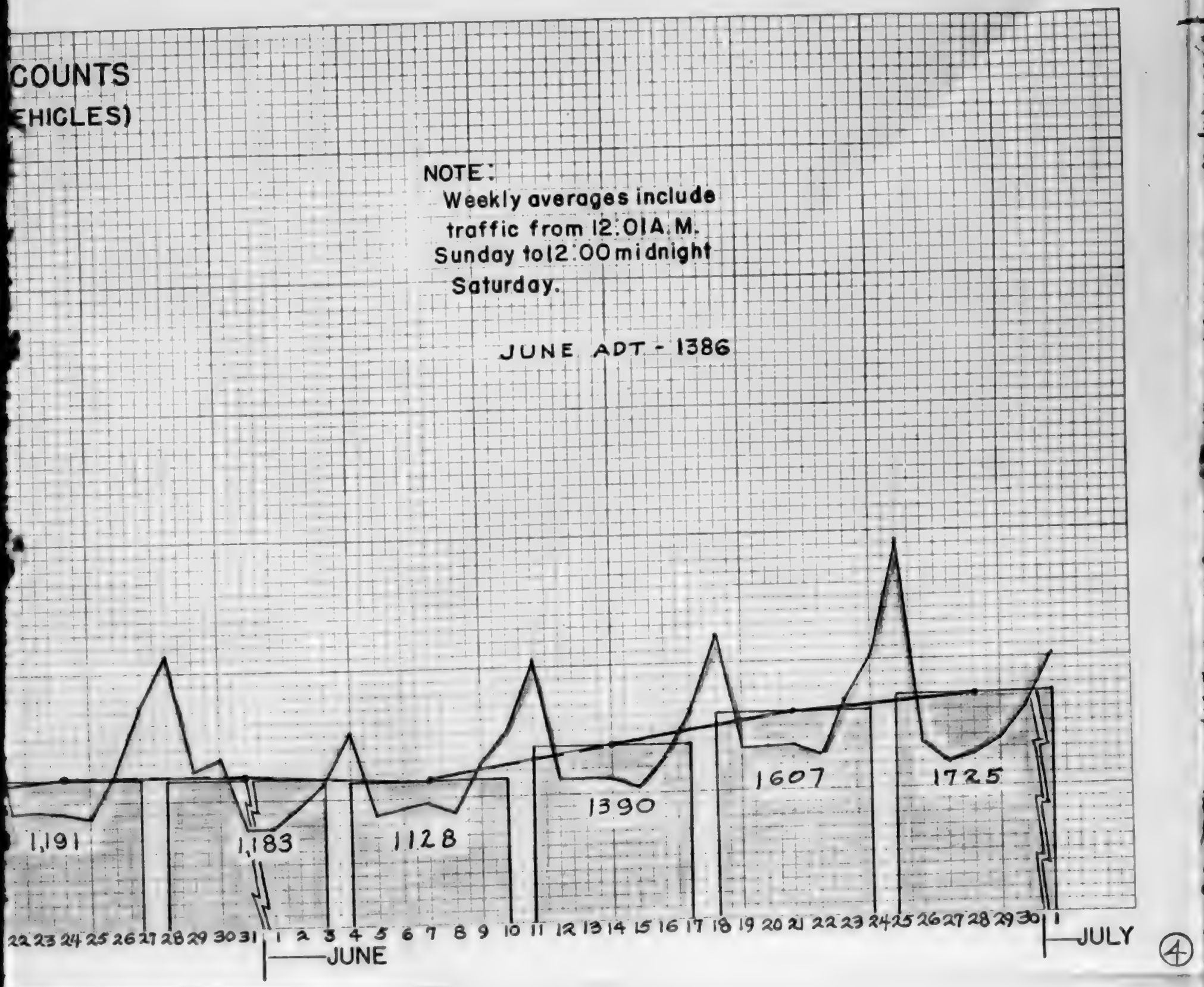


PER CO NO C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

COUNTS
EHICLES)

NOTE:
Weekly averages include traffic from 12:01A.M. Sunday to 12:00 midnight Saturday.

JUNE ADT - 1386



CLEARPRINT PAPER CO No. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 10

ASTORIA T

(DOES NOT

JULY ADT-2,122

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

2050
1957
2166
2216
2403

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6 7

JULY

AUGUST

CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO., NO. C3150. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

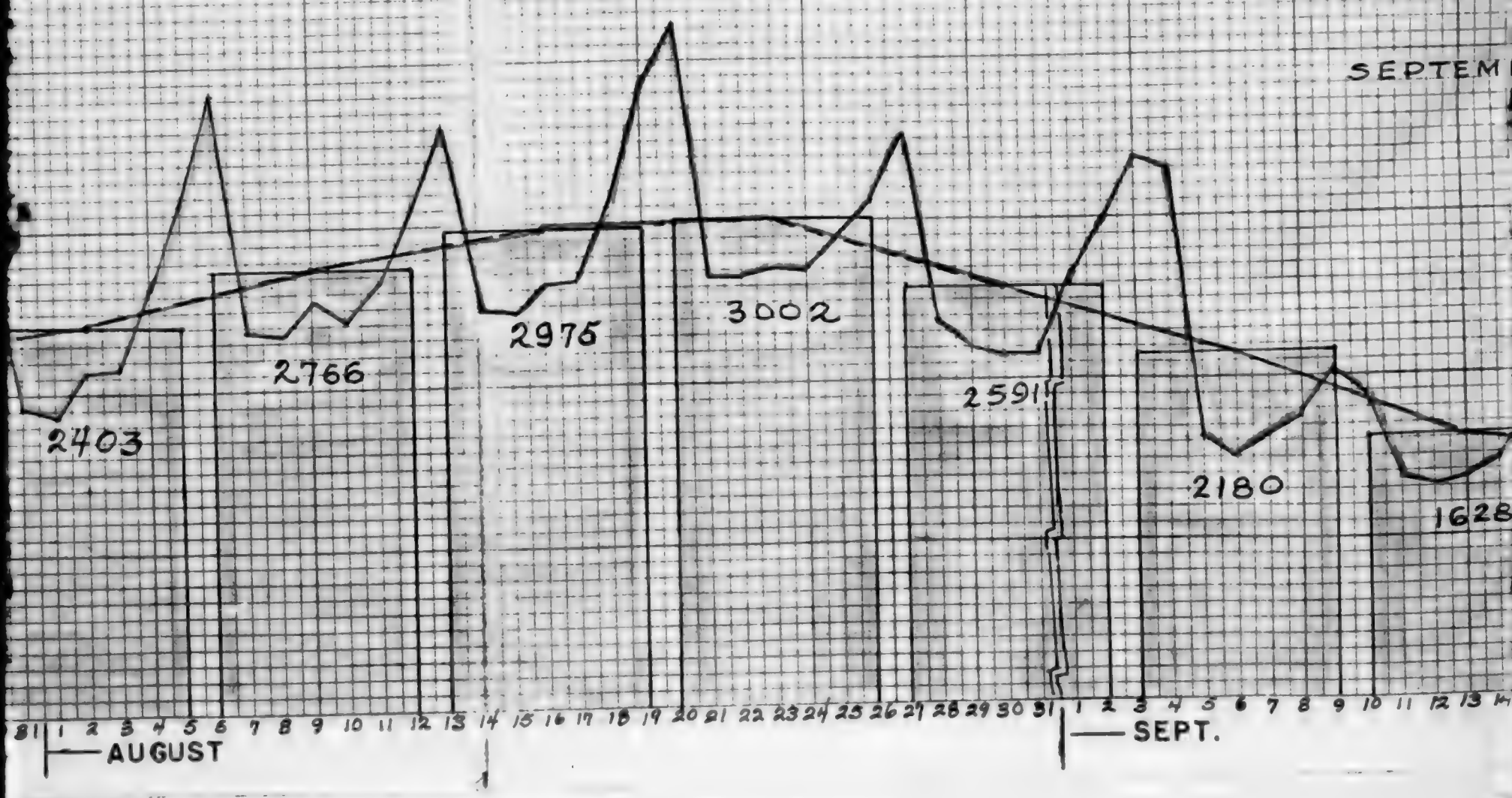
ASTORIA TOLL BRIDGE TRAFFIC COUNTS
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

19 67

NOTE:
Weekly averages in
traffic from 12:01
Sunday to 12:00 mid
Saturday.

AUGUST ADT - 2763

SEPTEM

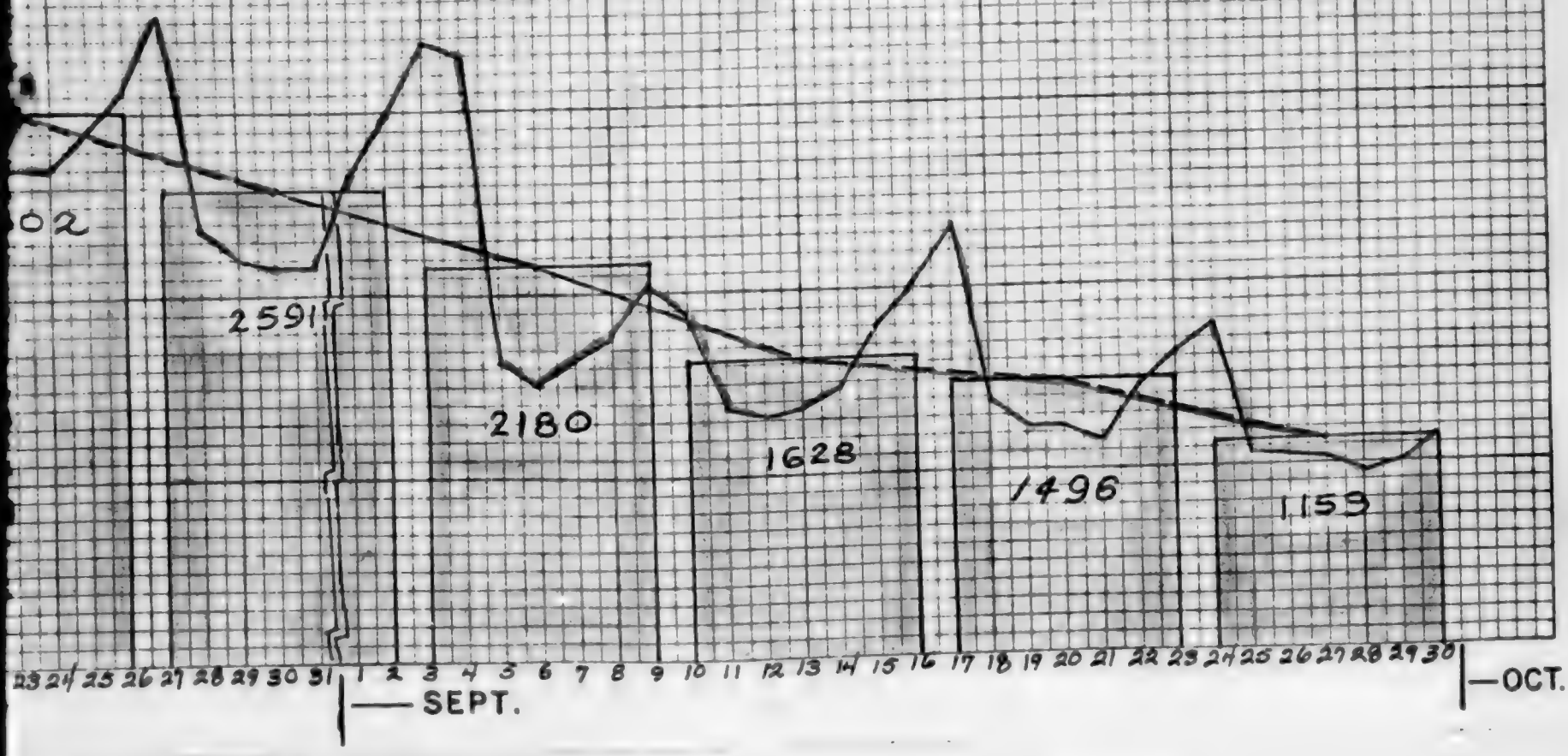


NO. C3190 10 DIVISIONS PER INCH BOTH WAYS TO X 100 DIVISIONS
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

UNTS
CLES)

NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

SEPTEMBER ADT = 1696



ASTORIA T

(DOES NOT

10,000

5,000

Oct. A.D.T. = 741

AVERAGE DAILY TRAFFIC

4,000

3,000

2,000

1,000

0

846

762

733

660

667

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6

OCTOBER

NOVEMB

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

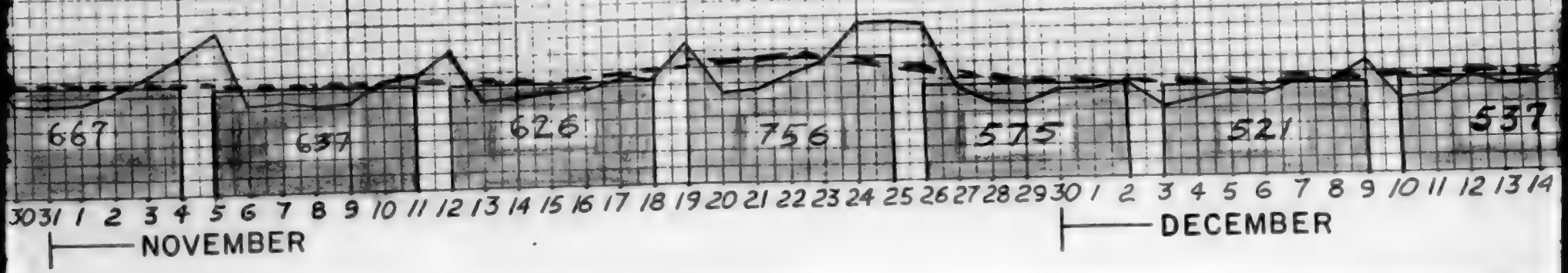
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

1967

Nov. ADT - 659

NOTE:
Weekly o
from 12:
12:00 mi

DEC. ADT

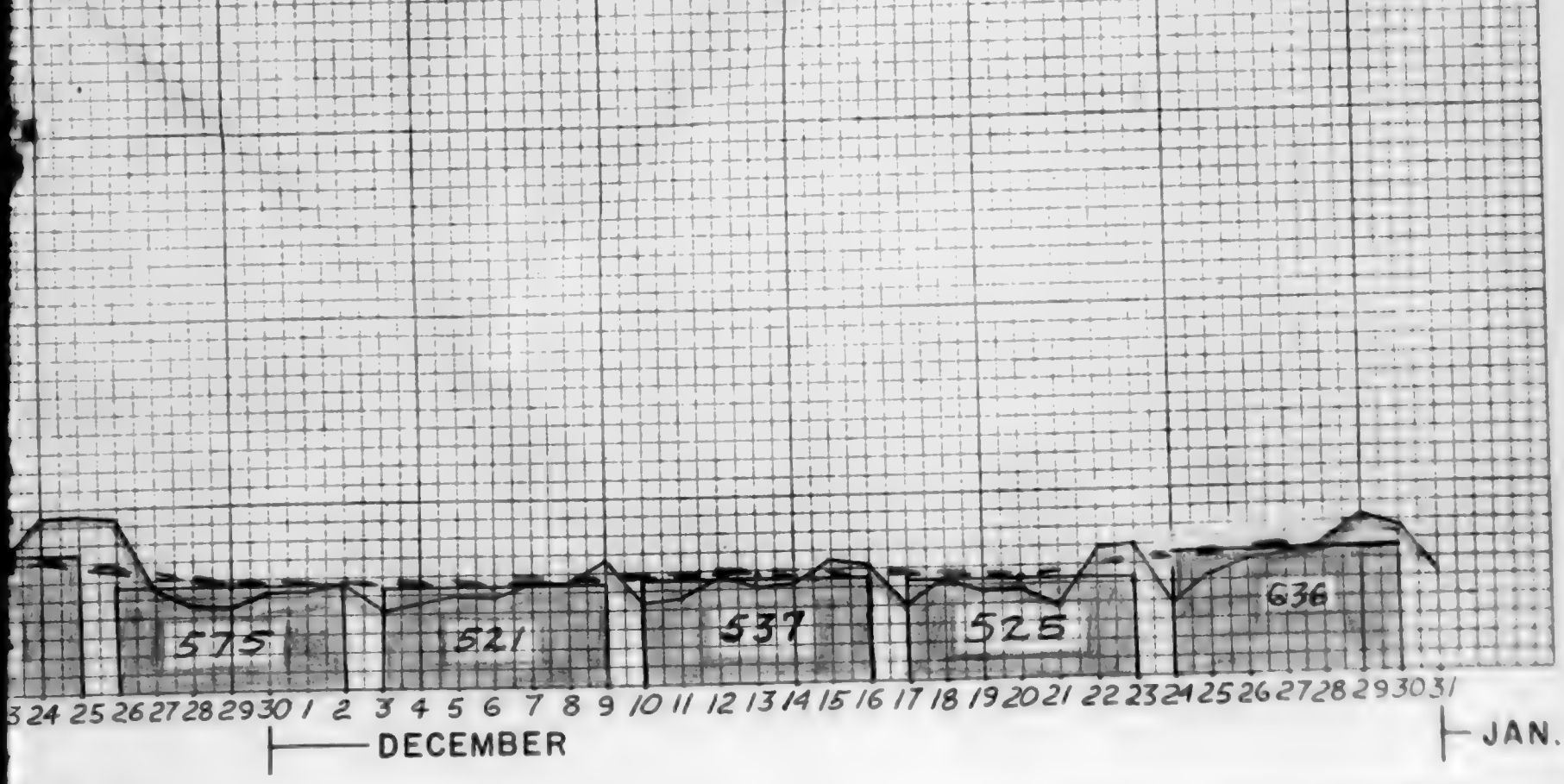


UNTS

CES)

NOTE:
Weekly averages include traffic
from 12:01 A.M Sunday to
12:00 midnight Saturday.

DEC. ADT - 554



(6)

ACCUMULATIVE TOTAL FOR 1967

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month October
Year 1967

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								359,289
1	1049							360,338
2		782						361,120
3			730					361,850
4				743				362,593
5					702			363,295
6						901		364,196
7							1018	365,214
8	923							366,137
9		747						366,884
10			692					367,576
11				698				368,274
12					623			368,897
13						796		369,693
14							359	370,552
15	936							371,488
16		709						372,197
17			688					372,885
18				609				373,494
19					659			374,153
20						744		374,897
21							787	375,684
22	743							376,427
23		634						377,061
24			615					377,676
25				633				378,309
26					609			378,918
27						646		379,564
28							743	380,307
29	831							381,138
30		569						381,707
31			559					382,266
Av.		TOTAL MONTH OCTOBER - 22,977/31=741 A D T.						

CCUMULATIVE TOTAL FOR 1967

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month Nov.
Year 1967

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								382,266
1				558				382,824
2					619			383,443
3						703		384,146
4							833	384,979
5	980							385,959
6		533						386,492
7			564					387,056
8				511				387,567
9					520			388,087
10						656		388,743
11							698	389,441
12	828							390,269
13		518						390,787
14			525					391,312
15				580				391,892
16					600			392,492
17						671		393,163
18							662	393,825
19	846							394,671
20		565						395,236
21			578					395,814
22				663				396,477
23					731			397,208
24						952		398,160
25							957	399,117
26	947							400,064
27		541						400,605
28			475					401,080
29				456				401,536
30					501			402,037
31								
AV.			Total Month Nov. 19,771/30 = 659 ADT					

CUMULATIVE TOTAL FOR 1967

Month Dec.
Year 1967

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accum.
								402,037
1						522		402,559
2							583	403,142
3	407							403,549
4		463						404,012
5			497					404,509
6				483				404,992
7					554			405,546
8						557		406,103
9							683	406,786
10	429							407,215
11		469						407,684
12			571					408,255
13				502				408,757
14					529			409,286
15						652		409,938
16							607	410,545
17	400							410,945
18		518						411,463
19			476					411,939
20				482				412,421
21					399			412,820
22						692		413,512
23							707	414,219
24	398							414,617
25		511						415,128
26			612					415,740
27				638				416,378
28					690			417,068
29						814		417,882
30							786	418,668
31	548							419,216
AV.			17,179/31 = 554					

Yearly ADT - 419,216/365=1149

F-003-1(16) Astoria Br. Steel Superstructure, Columbia River Br. 1963

#6268 Folder # 9

RECEIVED
DEC 18 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-LC3-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 8, 1967

Oregon State Highway Commission

Re: Institution of Legal Proceedings against State

Gentlemen:

In addition to the cases set forth in my letter to you of December 5, 1967, reporting new legal proceedings against the Commission or its employees, the following cases have been filed and served on the Commission Secretary:

Raymond International, Inc., vs. State of Oregon, by and through its State Highway Commission, L-5668: The complaint was filed by the plaintiff in the Circuit Court of Multnomah County and involves Raymond International's claims for additional compensation in performing contract No. 6467. The contract, as you will recall, was awarded to complete the piers for the Astoria Bridge after the default by the DeLong Corporation.

The complaint requests the payment of $940,412.32; together with such additional amount as may be due the plaintiff for certain equipment which the plaintiff purchased from the DeLong Corporation for use during the construction of the Astoria Bridge.

On October 22, 1965, Raymond International filed a claim with the State Highway Department in the sum of $919,746.73. This claim was rejected by the Department. The complaint substantially sets forth, as separate claims, all of the original claims made by plaintiff in its letter of October 22, 1965. A copy of the statement of claims from the October 1965 letter is attached hereto for your information.

Since the case was filed in Multnomah County we will immediately move to have it transferred to Marion County for the proper venue and also because the DeLong case is presently pending in Marion County.

United States Steel Corporation vs. State of Oregon, by and through its State Highway Commission, File L-5562: This complaint was filed in the Circuit Court of Multnomah County and constitutes a claim by the plaintiff against the state under contract No. 6268 which covered the erection of the superstructure on the Astoria Bridge. The claim is in the sum of $1,049,304.25 which the plaintiff alleges is its delay damages.

The claim for delay damages is based on the grounds that the state did not furnish the substructure for the steel work within the time agreed in the contract. The plaintiff's contract was to have been completed by November 30, 1965, but due to the delay it was not completed until December 2, 1966.

The claim was previously submitted to the Highway Department, but was rejected on the basis that the DeLong Corporation and not the state is liable for any damages the plaintiff incurred by reason of DeLong's default.

Since this case was filed in Multnomah County we have moved for a change of venue to Marion County for the same reasons mentioned in the above Raymond International case.

Very truly yours,

G. E. ROHDE
Chief Counsel

FCMcK:ks
cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. C. H. Maison
Mr. E. S. Hunter
Mr. Robert Y. Thornton

OREGON STATE HIGHWAY DEPARTMENT
Maintenance Division

DATE Nov. 17, 1967

BRIDGE PIER SOUNDING REPORT

COLUMBIA RIVER BRIDGE AT ASTORIA - HWY #9

Sheet 1 of 4

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NOV 22 1967

1967 DATE	PIER NO	FOUNDATIONS	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION	1967 DATE	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION
Feb.	5	Rock	OK		July	OK	
"	6	Piling	Rip rap OK		"	OK	
"	7	Piling	Rip rap OK		"	OK	
"	8	Piling	Rip rap OK		"	OK	
"	9	Piling	Rip rap OK		"	OK	
"	10	Piling	Rip rap OK		"	OK	
"	11	Piling	Rip rap OK		"	OK, Sand building up on riprap	

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT
Maintenance Division

DATE Nov. 17, 1967

BRIDGE PIER SOUNDING REPORT

1967					1967		
DATE	PIER NO	FOUNDATIONS	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION	DATE	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION
Feb.	12	Piling	Rip rap OK.		July	OK, No evidence of scour	
"	13	Piling	Rip rap OK		"	OK, heavy marine growth	
"	14	Piling	Rip rap OK		"	Rip rap OK Sand building up	
"	15	Piling	Rip rap OK		"	Rip rap OK Heavy marine growth	
"	16	Piling	Rip rap OK		"	Rip rap OK Heavy marine gorwth	
"	17	Piling	Rip rap OK		"	Rip rap OK, heavy marine growth & sand build up	
"	18	Piling	Rip rap OK		"	Rip rap OK, heavy marine growth over entire area	

OREGON STATE HIGHWAY DEPARTMENT
Maintenance Division

DATE Nov. 17, 1967

BRIDGE PIER SOUNDING REPORT

1967					1967		
DATE	PIER NO	FOUNDATIONS	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION	DATE	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION
Feb.	19	Piling	Rip rap OK		July	Rip rap OK, some sand build up	
"	20	Piling	Rip rap OK		"	OK, some sand build up	
"	21 Thru 159	Piling	(Desdemona Sands Viaduct) OK		"	OK	
"	160	Piling	Rip rap OK		"	OK	
"	161	Piling	Rip rap OK		"	Rip rap OK, Some sand build up	
"	162	Piling	OK		"	OK	
"	163	Piling	Rip rap OK		"	OK, Sand building up	

OREGON STATE HIGHWAY DEPARTMENT
Maintenance Division

DATE Nov. 17, 1967

BRIDGE PIER SOUNDING REPORT

1967					1967		
DATE	PIER NO	FOUNDATIONS	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION	DATE	CONDITION WITHIN 5' OF BOTTOM OF SEAL OR FOOT.	ACTION
Feb.	164	Piling	Rip rap OK		July	Riprap OK Sand building up.	
"	165	Piling	Rip rap OK		"	Rip rap OK Heavy marine growth	
"	166	Piling	Rip rap OK		"	Rip rap OK	
"	167	Piling	Rip rap OK		"	Rip rap OK Some sand build up	
"	168	Piling	Rip rap OK		"	Rip rap OK Some sand build up	
"	169	Piling	Rip rap OK		"	Riprap OK, Rock partially covered with silt.	
"	170	Piling	No rip rap at this pier No scouring.		"	OK No scouring.	

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4 Tr Com 6-
	1st Shift	N	25			1	1	1			
		S	21							2	
B-6	Harnden	T	46			1	1	1		2	
	2nd Shift	N	138	7		3	2	2	1	7	
		S	162	4		10	1	1	2	7	
B-3	Bess	T	300	11		13	3	3	3	14	
	3rd Shift	N	64		1					2	
		S	54		3	1		1	1		
B-5	MacDonald	T	118		4	1		1	1	2	
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			464	11	4	15	4	5	4	18	
NO. OF AXLES BY CLASSIFICATION			2 — 928	3 — 33	4 — 16	2 — 30	3 — 12	3 — 15	4 — 16	5 — 90	6 —
RECEIPTS BY CLASSIFICATION			696.00	22.00	8.00	45.00	12.00	20.00	16.00	72.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Harnden	87.00	40.50	46.50	46.50		
SECOND SHIFT Bess	600.00	135.50	464.50	464.50		
THIRD SHIFT MacDonald	204.00	56.50	147.50	147.50		
EXTRA SHIFT						
DAILY TOTALS	891.00	232.50	658.50	658.50		

SECTION 3—TR

Treadle Count		
Forward	Less Reverse	A
113		11
763		76
272	1	27
1148	1	11

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 14, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
1	1							1	2	29
			2					1	2	24
1	1		2					2	4	53
2	2	1	7					2	4	162
1	1	2	7					1	2	188
3	3	3	14					3	6	350
			2							67
	1	1						1	2	61
	1	1	2					1	2	128
								6		Total Vehicles 531
4	5	4	18					See note 12		Computed Axles 1152
3 12	3 15	4 16	5 90	6	7	8	2	Total Computed Receipts		$ 891.00
12.00	20.00	16.00	72.00							

MAINTENANCE ENGINEER
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NOV 16 1967
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SECTION 3—TRAFFIC SUMMARY

Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
		113		113	114	1	
		763		763	765	2	
		272	1	271	273	2	
		1148	1	1147	1152	5	

RECEIVED
NOV 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 658.50

NOTED
TOM EDWARDS

Signature

Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPOR

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle
	1st Shift	N	16			5				
		S	17			1				1
B-6	Harnden	T	33			6				1
	2nd Shift	N	145			7	4	2	2	5
		S	143	3	1	9	1	3	2	9
B-3	Bess	T	288	3	1	16	5	5	4	14
	3rd Shift	N	66	1		1	1			2
		S	64			4				1
B-9	Lowry	T	130	1		5	1			3
	Extra Shift	N								
		S								
		T								
NO. OF VEHICLES BY CLASSIFICATION			451	4	1	27	6	5	4	18
NO. OF AXLES BY CLASSIFICATION			2 — 902	3 — 12	4 — 4	2 — 54	3 — 18	3 — 15	4 — 16	5 — 90
RECEIPTS BY CLASSIFICATION			676.50	8.00	2.00	81.00	18.00	20.00	16.00	72.00

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Harnden	73.50	35.00	38.50	38.50		
SECOND SHIFT Bess	595.00	160.50	434.50	436.00	1.50	
THIRD SHIFT Lowry	227.00	52.50	174.50	174.50		
EXTRA SHIFT						
DAILY TOTALS	895.50	248.00	647.50	649.00	1.50	

SECTION 3

Treadle Count	
Forward	Less Reverse
84	
750	
293	
1127	

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 13, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
3								2			23
				1							19
5				1				2			42
7	4	2	2	5					2	4	167
9	1	3	2	9					3	6	174
6	5	5	4	14					5	10	341
1	1			2					1	2	72
4				1							69
5	1			3					1	2	141
7	6	5	4	18				2	6		Total Vehicles 524
4	3 — 18	3 — 15	4 — 16	5 — 90	6 —	7 —	8 —	2 — 4	See note 12		Computed Axles 1127
1.00	18.00	20.00	16.00	72.00				2.00	Total Computed Receipts		$ 895.50

MAINTENANCE ENGINEER
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NOV 16 1967
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SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
38.50			84		84	87	3	
436.00	1.50		750		750	747		3
174.50			293		293	293		
649.00	1.50		1127		1127	1127	3	3

RECEIVED
NOV 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 649.00

Signature NOTED TOM EDWARDS

...t Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	Tr Com 6-A
	1st Shift	N	34								
		S	16		2						
B-7	Bongard	T	50		2						
	2nd Shift	N	282	1	7						
		S	206	3	3						
B-5	MacDonald	T	488	4	10						
	3rd Shift	N	117								
		S	155	1		1					
B-9	Lowry	T	272	1		1					
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			810	5	12	1					
NO. OF AXLES BY CLASSIFICATION			2 1620	3 15	4 48	2 2	3	3	4	5	6
RECEIPTS BY CLASSIFICATION			1215.00	10.00	24.00	3.00					

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	79.00	3.00	76.00	76.00		
SECOND SHIFT MacDonald	760.00	10.50	749.50	749.50		
THIRD SHIFT Lowry	413.00	6.00	407.00	407.00		
EXTRA SHIFT						
DAILY TOTALS	1252.00	19.50	1232.50	1232.50		

SECTION 3—TR

Treadle Count		
Forward	Less Reverse	
110		
1032		1
549		
1691		1

Explanation of cash over or short and other remarks:

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 12, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

[illegible]	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
											34
									1	2	19
									1	2	53
									1	2	291
									1	2	213
									2	4	504
											117
											157
											274
									3		Total Vehicles 831
2	3	3	4	5	6	7	8	2	See note 6		Computed Axles 1691
3.00									Total Computed Receipts		$ 1252.00

MAINTENANCE ENGINEER
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NOV 20 1967
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SECTION 3—TRAFFIC SUMMARY

[illegible] ected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
76.00			110		110	110		
749.50			1032		1032	1032		
407.00			549		549	549		
232.50			1691		1691	1691		

CASH DEPOSITED

$ 1,232.50

Signature

Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPOR

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	
	1st Shift	N	16			2		1			
		S	10							1	
B-7	Bongard	T	26			2		1		1	
	2nd Shift	N	212	1	3	2					
		S	225	1	3	4					
B-5	MacDonald	T	437	2	6	6					
	3rd Shift	N	101								
		S	114	1							
B-6	Harnden	T	215	1							
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			678	3	6	8		1		1	
NO. OF AXLES BY CLASSIFICATION			2 1356	3 9	4 24	2 16	3	3 3	4	5 5	6
RECEIPTS BY CLASSIFICATION			1017.00	6.00	12.00	24.00		4.00		4.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	53.00	14.00	39.00	39.00		
SECOND SHIFT MacDonald	690.50	37.50	653.00	654.50	1.50	
THIRD SHIFT Harnden	324.50	13.50	311.00	311.00		
EXTRA SHIFT						
DAILY TOTALS	1068.00	65.00	1003.00	1004.50	1.50	

SECTION 3—TR

Treadle Count		
Forward	Less Reverse	
66		
927	1	
435	2	
1428	3	

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 11, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck & Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
2		1									19
				1					1	2	12
2		1		1					1	2	31
2									2	4	220
4								1	2	4	236
6								1	4	8	456
									1	2	102
											115
									1	2	217
8		1		1				1	6		Total Vehicles 704
6	3	3 3	4	5 5	6	7	8	2 2	See note 12		Computed Axles 1427
4.00		4.00		4.00				1.00	Total Computed Receipts		$1068.00

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MAINTENANCE ENGINEER
NOV 20 1967
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SECTION 3—TRAFFIC SUMMARY

N Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
39.00			66		66	66		
54.50	1.50		927	1	926	926		
311.00			435	2	433	435	2	
004.50	1.50		1428	3	1425	1427	2	

CASH DEPOSITED

$ 1,004.50

Signature

Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4 Truck Combo - 6-Axle
	1st Shift	N	16			3		1			
		S	18			1				2	
B-7	Bongard	T	34			4		1		2	
	2nd Shift	N	162		1	8	1	1	2	5	
		S	176	4		9		2	2	5	
B-9	Lowry	T	338	4	1	17	1	3	4	10	
	3rd Shift	N	111					1		2	
		S	113		1	4	1	1	1	1	
B-6	Harnden	T	224		1	4	1	2	1	3	
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			596	4	2	25	2	6	5	15	
NO. OF AXLES BY CLASSIFICATION			2 1192	3 12	4 8	2 50	3 6	3 18	4 20	5 75	6
RECEIPTS BY CLASSIFICATION			894.00	8.00	4.00	75.00	6.00	24.00	20.00	60.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	75.00	34,50	40.50	40.50		
SECOND SHIFT Lowry	640.00	138.50	501.50	501.50		
THIRD SHIFT Harnden	377.00	52.00	325.00	325.00	1.50	
EXTRA SHIFT						
DAILY TOTALS	1092.00	225.00	867.00	868.50	1.50	

SECTION 3—TR

Treadle Count Forward	Less Reverse	
89		
816	1	8
496		4
1401	1	14

Explanation of cash over or short and other remarks: 400 OLD Bridge Scrip
22100 New Coupons

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 10, 1967

TION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
	1									20
			2							21
	1		2							41
	1	2	5				1	3	6	184
	2	2	5					3	6	201
1	3	4	10				1	6	12	385
	1		2					2	4	116
1	1	1	1					1	2	123
1	2	1	3					3	6	239
2	6	5	15				1	9		Total Vehicles 665
3 6	3 18	4 20	5 75	6	7	8	2 2	See note 18		Computed Axles 1401
6.00	24.00	20.00	60.00				1.00	Total Computed Receipts		$ 1092.00

MAINTENANCE ENGINEER
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NOV 20 1967
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SECTION 3—TRAFFIC SUMMARY

Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
		89		89	89		
		816	1	815	818	3	
1.50		496		496	494		2
1.50		1401	1	1400	1401	3	2

CASH DEPOSITED

$ 868.50

Doris Sagen
Signature

Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	C 6
	1st Shift	N	16			2		1			
		S	10							1	
B-7	Bongard	T	26			2		1		1	
	2nd Shift	N	212	1	3	2					
		S	225	1	3	4					
B-5	MacDonald	T	437	2	6	6					
	3rd Shift	N	101								
		S	114	1							
B-6	Harnden	T	215	1							
	Extra Shift	N									
		S									
		T									
	NO. OF VEHICLES BY CLASSIFICATION		678	3	6	8		1		1	
	NO. OF AXLES BY CLASSIFICATION		2 1356	3 9	4 24	2 16	3	3 3	4	5 5	6
	RECEIPTS BY CLASSIFICATION		1017.00	6.00	12.00	24.00		4.00		4.00	

SECTION 2—CASH RECONCILIATION

SECTION 3—TR

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	
FIRST SHIFT Bongard	53.00	14.00	39.00	39.00			66		
SECOND SHIFT MacDonald	690.50	37.50	653.00	654.50	1.50		927	1	
THIRD SHIFT Harnden	324.50	13.50	311.00	311.00			435	2	
EXTRA SHIFT									
DAILY TOTALS	1068.00	65.00	1003.00	1004.50	1.50		1428	3	

Explanation of cash over or short and other remarks: _____

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 11, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

.00 Truck Bus - Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
											19
2		1							1	2	12
				1					1	2	31
2		1		1					2	4	220
2								1	2	4	236
4								1	4	8	456
6									1	2	102
											115
									1	2	217
8		1		1				1	6		Total Vehicles 704
16	3	3 3	4	5 5	6	7	8	2 2	See note 12		Computed Axles 1427
24.00		4.00		4.00				1.00	Total Computed Receipts		$1068.00

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
39.00			66		66	66		
654.50	1.50		927	1	926	926		
311.00			435	2	433	435	2	
1004.50	1.50		1428	3	1425	1427	2	

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 1,004.50

Signature

...pt Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE
DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$5 Co 6
	1st Shift	N	16			3		1			
		S	18			1				2	
B-7	Bongard	T	34			4		1		2	
	2nd Shift	N	162		1	8	1	1	2	5	
		S	176	4		9		2	2	5	
B-9	Lowry	T	338	4	1	17	1	3	4	10	
	3rd Shift	N	111					1		2	
		S	113		1	4	1	1	1	1	
B-6	Harnden	T	224		1	4	1	2	1	3	
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			596	4	2	25	2	6	5	15	
NO. OF AXLES BY CLASSIFICATION			2 1192	3 12	4 8	2 50	3 6	3 18	4 20	5 75	6
RECEIPTS BY CLASSIFICATION			894.00	8.00	4.00	75.00	6.00	24.00	20.00	60.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	75.00	34.50	40.50	40.50		
SECOND SHIFT Lowry	640.00	138.50	501.50	501.50		
THIRD SHIFT Harnden	377.00	52.00	325.00	325.00	1.50	
EXTRA SHIFT						
DAILY TOTALS	1092.00	225.00	867.00	868.50	1.50	

SECTION 3—TR

Treadle Count		
Forward	Less Reverse	
89		
816	1	8
496		4
1401	1	14

Explanation of cash over or short and other remarks: Hunter

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 10, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

...00	$3.00	$4.00	$4.00	$4.00	$4.00	$4.00	$4.00	$1.00	NON-REVENUE		TOTAL VEHICLES PER SHIFT
...ck ...us - ...xle	Truck and Bus - 3-Axle	Truck Combo - 3-Axle	Truck Combo - 4-Axle	Truck Combo - 5-Axle	Truck Combo - 6-Axle	Truck Combo - 7-Axle	Truck Combo - 8-Axle	Motorcycle or Bicycle	No. of Vehicles	No. of Axles	
		1									20
				2							21
		1		2				1	3	6	41
8	1	1	2	5					3	6	184
9		2	2	5				1	6	12	201
7	1	3	4	10					2	4	385
		1		2					1	2	116
4	1	1	1	1					3	6	123
4	1	2	1	3							239
								1	9		Total Vehicles 665
25	2	6	5	15					See note		Computed Axles
50	3 — 6	3 — 18	4 — 20	5 — 75	6 —	7 —	8 —	2 — 2	18		1401
75.00	6.00	24.00	20.00	60.00				1.00	Total Computed Receipts		$ 1092.00

SECTION 3—TRAFFIC SUMMARY

...N ... Cash ...ollected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
40.50			89		89	89		
01.50			816	1	815	818	3	
25.00	1.50		496		496	494		2
868.50	1.50		1401	1	1400	1401	3	2

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 868.50

Hunter

Doris Sagen
Signature

...pt Log," Form A-342.

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$ Co 8
	1st Shift	N	34								
		S	16		2						
B-7	Bongard	T	50		2						
	2nd Shift	N	282	1	7						
		S	206	3	3						
B-5	MacDonald	T	488	4	10						
	3rd Shift	N	117								
		S	155	1		1					
B-9	Lowry	T	272	1		1					
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			810	5	12	1					
NO. OF AXLES BY CLASSIFICATION			2 1620	3 15	4 48	2 2	3	3	4	5	6
RECEIPTS BY CLASSIFICATION			1215.00	10.00	24.00	3.00					

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	79.00	3.00	76.00	76.00		
SECOND SHIFT MacDonald	760.00	10.50	749.50	749.50		
THIRD SHIFT Lowry	413.00	6.00	407.00	407.00		
EXTRA SHIFT						
DAILY TOTALS	1252.00	19.50	1232.50	1232.50		

SECTION 3—TR

Treadle Count		
Forward	Less Reverse	
110		
1032		1
549		
1691		1

Explanation of cash over or short and other remarks: Hunter

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Nov. 12, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

.00 Truck Bus - Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
											34
									1	2	19
									1	2	53
									1	2	291
									1	2	213
									2	4	504
											117
											157
1											274
1											
1									3		Total Vehicles 831
2	3	3	4	5	6	7	8	2	See note 6		Computed Axles 1691
3.00									Total Computed Receipts		$ 1252.00

SECTION 3—TRAFFIC SUMMARY

Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
76.00			110		110	110		
749.50			1032		1032	1032		
407.00			549		549	549		
1232.50			1691		1691	1691		

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 1,232.50

Hunter

Signature

ipt Log," Form A-342.

Mrs. Marcella Mehl
11870 Southwest Parkway
Portland, Oregon 97225

32-12

Dear Mrs. Mehl:

We can appreciate the problem cited in your letter of October 9 to Secretary Boyd with respect to the difficulties occasioned serviceman in visiting Astoria due to the tolls on the Astoria Point Ellice Bridge.

Unfortunately, the funds available to the State highway departments, including the funds authorized by the Congress, are never sufficient to improve all the roads and construct the bridges needed to safely and efficiently handle the rapidly increasing volumes of traffic. The State highway departments have the responsibility of using those funds which are available from their sources and from the Federal Government to construct those highways and bridges which will provide the greatest public benefit.

In some instances, it has been found by the State officials that Federal and State funds will not be available within a reasonable time to construct a much needed bridge or road. Under these circumstances, the needed facility is provided by bond financing with tolls collected over a period of time to pay off the bonds.

We are forwarding copies of this correspondence to the Oregon State highway officials that they may know of the interest of the Coast Guard personnel at Cape Disappointment in a lower charge for servicemen at the crossing. You may wish to write them directly. We sincerely hope that some solution may be found to this problem.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

NOV 14 1967
OFFICE OF
COUNTY ENGINEER

NOTED
TOM EDWARDS

ACTION: ✓Mr. Bridwell, Admin., FHWA
Info: U. Coast Guard

October 9, 1967

Mr. Allan Boyd
Secretary of Department of Transportation
Washington, D. C.

Dear Mr. Boyd,

I would appreciate very much your consideration of a problem which is extremely important to not only the Coast Guard personnel at Cape Disappointment, Washington but also to their families.

The new bridge at Astoria, Oregon, would afford a few hours liberty in a "larger" town than their base or even a visit with families for those living in Oregon. And you know how well deserved these liberties are. The problem lies in the $5.00 toll bridge charge which offers only a 50¢ discount under limited circumstances. And you also know how very limited the boys' finances are.

It would mean a great deal to be able to take advantage of the hospitality the town of Astoria offers and even more to their families to see them (the family being on a low budget too).

You have many pressing responsibilities which must make this problem seem very small but it is so important to us.

Thank you again for taking the time to consider whatever help you might be able to render.

Yours truly,

Mrs Marcella Mehl

Mrs. Marcella Mehl
11870 S. W. Parkway
Portland, Oregon 97225

OCT 13 AM 10 04

RECEIVED
AUG 18 1967

F-103-1(12)
6268

August 18, 1967

Mrs. Marcella Mehl
11670 S. W. Parkway
Portland, Oregon 97223

Dear Mrs. Mehl:

I have given careful consideration to your letter of August 14 in which you request special toll fares for the Astoria Bridge for servicemen in the U. S. Coast Guard stationed at Cape Disappointment, Ilwaco, Washington.

Since the opening of the bridge, we have received many requests for special consideration from various groups and individuals but have been very reluctant to grant special-use rates.

Before the tolls for the bridge were established, careful study was given to all aspects of the matter. Tolls were actually established at an amount which requires an extremely substantial subsidy from the Oregon State Highway Fund in order to meet the cost and expenses of the bridge.

Commuter books are available which reflect a ten percent saving to commuters. I suggest the boys at Cape Disappointment consider purchasing commuter tickets which should result in a saving.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
E. S. Hunter
R. M. Smith
R. D. Asburry

August 14, 1967

Dear Mr. Cooper,

I would appreciate very much your consideration of a seemingly minor but, in reality, a very big problem confronting the servicemen (generally some 40-50) serving in the Coast Guard at Cape Disappointment, Ilwaco, Washington.

Several are Oregon boys who can hope to visit their families on the rare enough 3 day pass. All of them of course are extremely limited financially. This you can well remember no doubt from your service days. Even with little money they could enjoy the "bigger" cities of Astoria and Seaside on few hours liberty were it not for the $3.00 round trip fare over the new bridge.

As civilians they would be as happy as I am to pay for the benefits of this fine new bridge. In spirit they are happy to do so as servicemen -- in money, that's a different story. I've thought about this very much since I am the mother of one of these boys and would dearly love to see him as often as I can and would like to see him and the others enjoy what hours of liberty they more than deserve. (You know what guarding, search and rescue, etc. the mouth of the Columbia entails in work and risk.)

This consideration of whatever you can do to alleviate the situation would be to a worthwhile act, indeed ! I hope I have written this in the fair sense intended. Thank you again for whatever can be done.

Sincerely,

Mrs. Marcella Mehl

Mrs. Marcella Mehl
11870 S. W. Parkway
Portland, Oregon 97225

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AUG 15 1967
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STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL

ASTORIA TOLL BRIDGE TRAF

(DOES NOT INCLUDE NON-REVEN

(9161 PRESS FIG.) (9,299 Dedica

(6,151 vehicles generated

AUGUST ADT - 2,674

Assume 3,148 average calculations

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

2,713
2,691
2,909
2,818
2,501

29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2

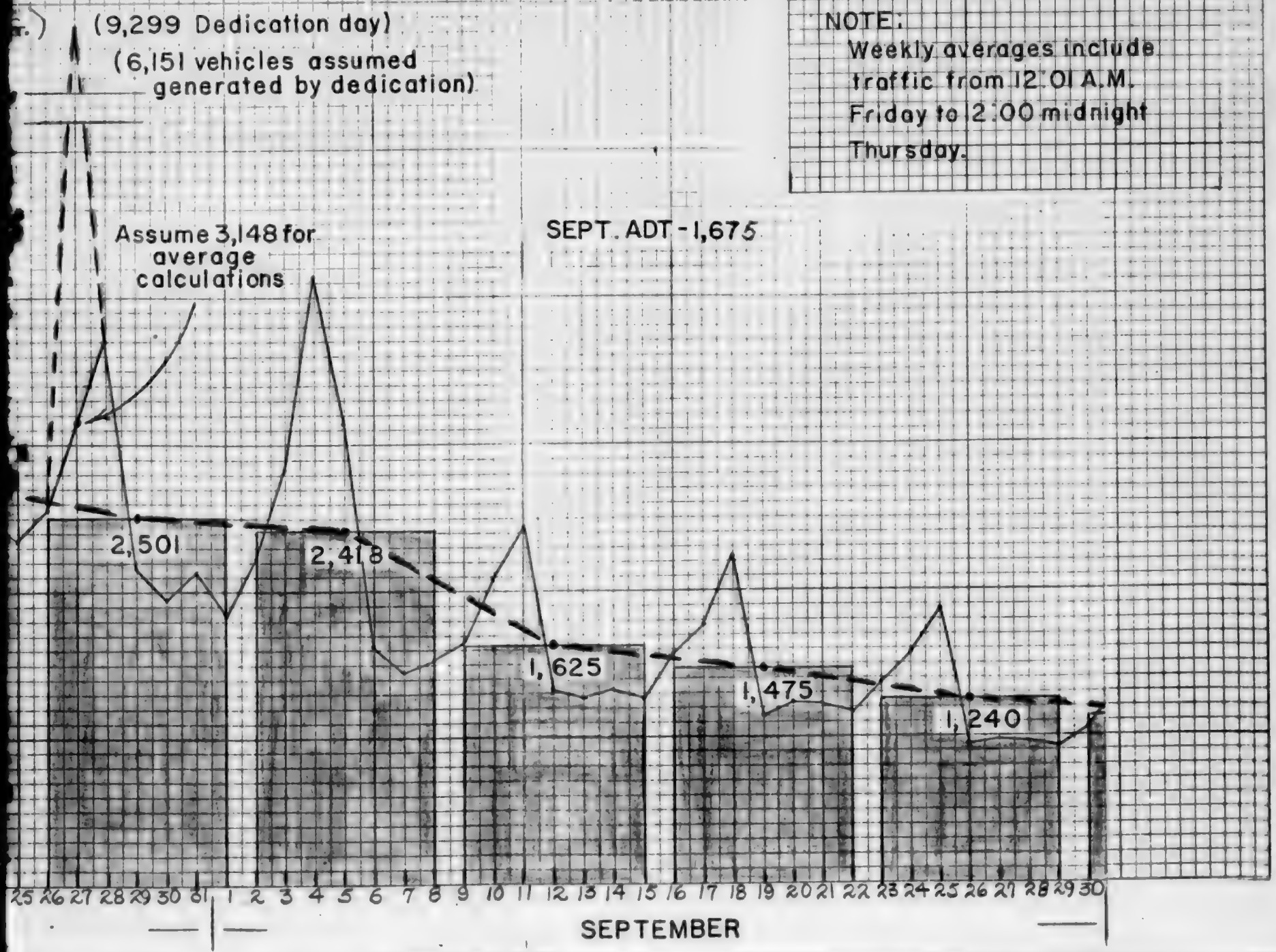
JULY — AUGUST

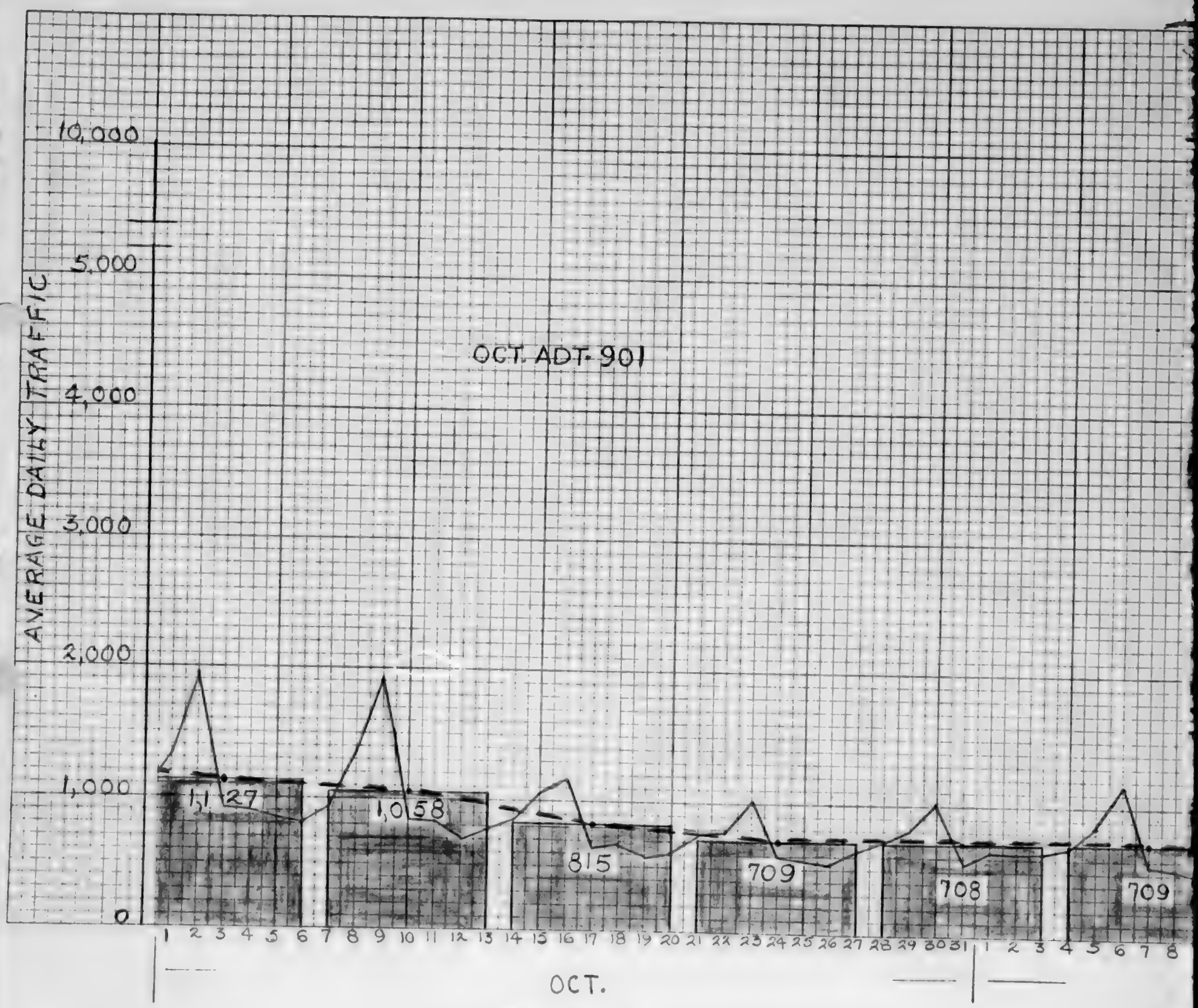
D IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO NO. C3190. 10 DIVISIONS PER INCH 80T8018

LL BRIDGE TRAFFIC COUNTS

LUDE NON-REVENUE VEHICLES)

NOTE:
Weekly averages include traffic from 12:01 A.M. Friday to 2:00 midnight Thursday.





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NO. C1190 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS
CLEARPRINT PAPER CO

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709

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4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

NOV.

DEC.

CLEARPRINT PAPER CO

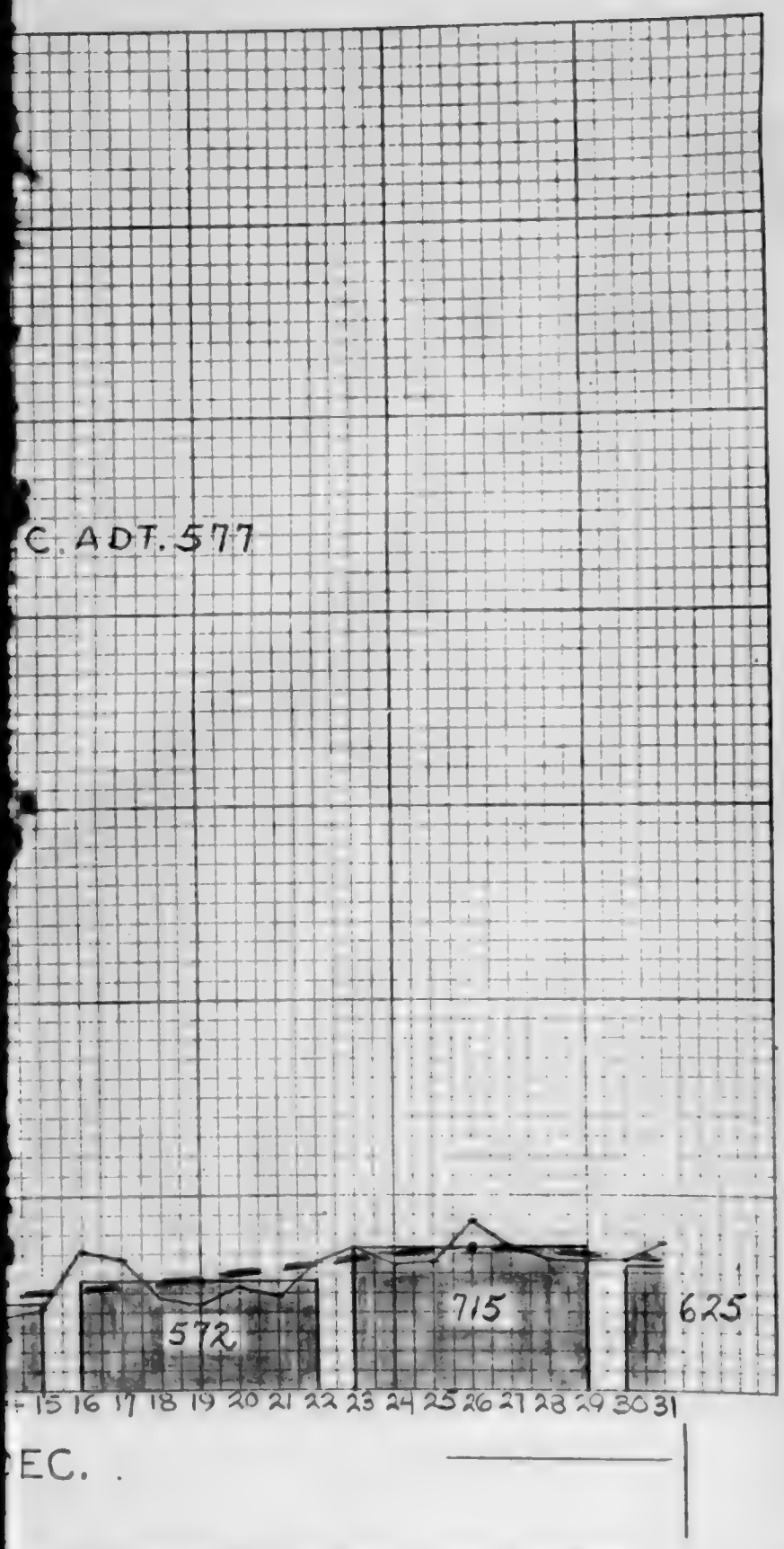
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

CLEARPRINT CHARTS

...ONS PER INCH BOTH WAYS 70 x 100 DIVISIONS.

CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

C. ADT. 577



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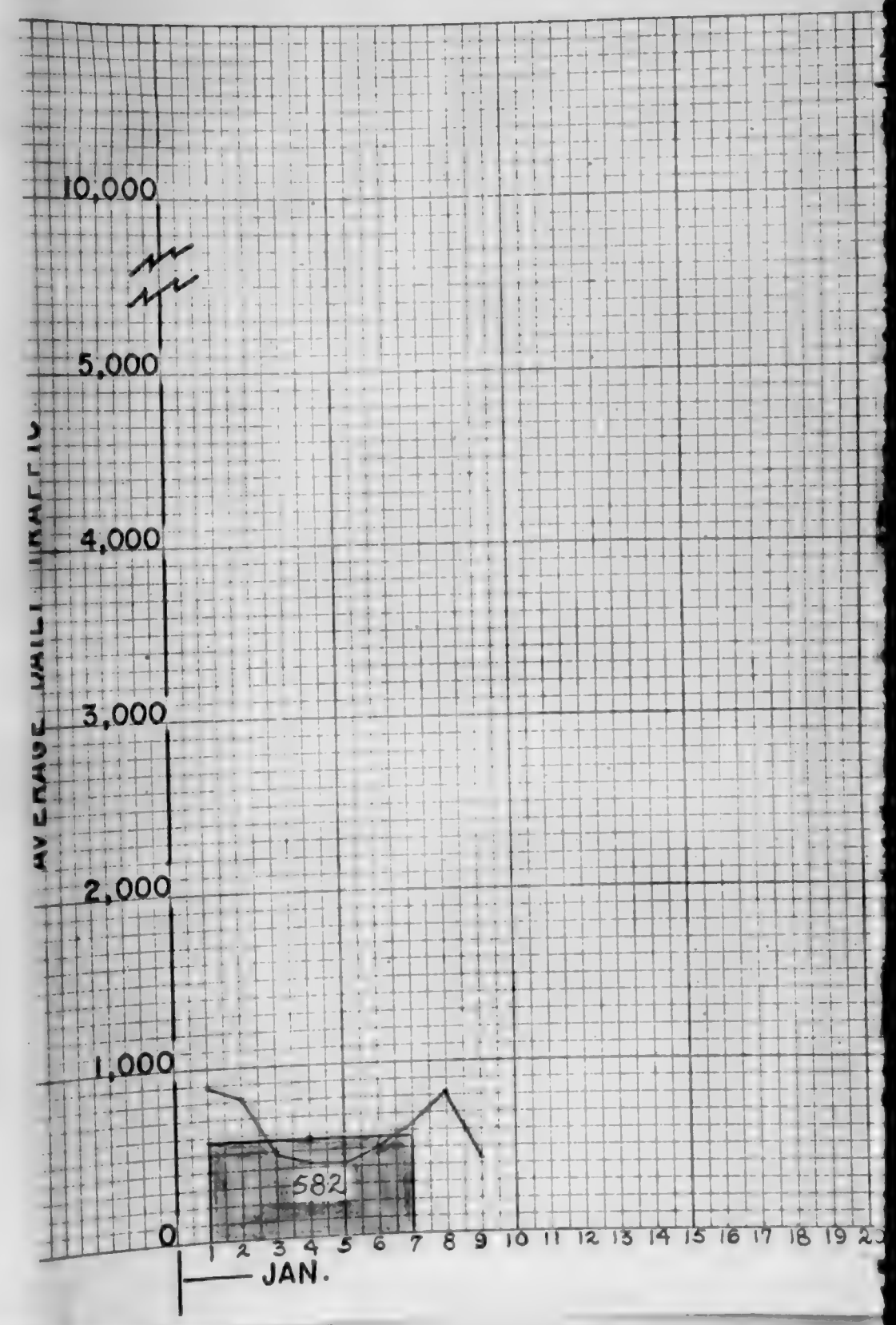

CLEARPRINT PAPER CO NO C3190 10 DIVISIONS PER INCH BOTH

YS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS
CLEARPRINT PAPER CO. NO. C3190. 10 DIVISIONS

ASTORIA TOLL BRIDGE TRAFFIC COUNTS

(DOES NOT INCLUDE NON-REVENUE VEHICLES)

16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 1

FEB.

NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS

Mr. Cooper

UNTS
ICLES)

NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

23 24 25 26 27 28 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

MARCH

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle
	1st Shift	N	16		1	2	2	1			
		S	15		2	1				3	
B-7	Bongard	T	31		3	3	2	1		3	
	2nd Shift	N	167	1		6	1	1	1	9	
		S	186	1	1	4	1		1	11	
B-9	Lowry	T	353	2	1	10	2	1	2	20	
	3rd Shift	N	89	1	1					4	
		S	99		1	3		1			
B-5	MacDonald	T	188	1	2	3		1		4	
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			572	3	6	16	4	3	2	27	
NO. OF AXLES BY CLASSIFICATION			2 / 1144	3 / 9	4 / 24	2 / 32	3 / 12	3 / 9	4 / 8	5 / 135	6 /
RECEIPTS BY CLASSIFICATION			858.00	6.00	12.00	48.00	12.00	12.00	8.00	108.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	83.50	41.50	42.00	42.00		
SECOND SHIFT Lowry	663.50	158.50	505.00	505.00		
THIRD SHIFT MacDonald	317.00	72.50	244.50	244.50		
EXTRA SHIFT						
DAILY TOTALS	1064.00	272.50	791.50	791.50		

SECTION 3—TRAFFIC

Treadle Count	Forward	Less Reverse	Net Axles
	108		108
	872	2	870
	428		428
	1408	2	1406

Explanation of cash over or short and other remarks: North Bound 4-axle truck combo's are being logged on non-revenue sheet.

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Oct. 25, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

[illegible]	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
[illegible]	2	1									22
[illegible]				3					2	4	23
[illegible]	2	1		3					2	4	45
[illegible]	1	1	1	9					2	4	188
[illegible]	1		1	11					7	14	212
[illegible]	2	1	2	20					9	18	400
[illegible]				4					5	10	100
[illegible]		1							1	2	105
[illegible]		1		4					6	12	205
[illegible]6	4	3	2	27					17		Total Vehicles 650
[illegible]2	3 / 12	3 / 9	4 / 8	5 / 135	6	7	8	2	See note 34		Computed Axles 1407
[illegible].00	12.00	12.00	8.00	108.00					Total Computed Receipts		$ 1064.00

[illegible]N — SECTION 3—TRAFFIC SUMMARY

[illegible] Cash Collected	Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
[illegible]42.00			108		108	108		
[illegible]05.00			872	2	870	871	1	
[illegible]44.50			428		428	428		
[illegible]791.50			1408	2	1406	1407	1	

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OCT 27 1967
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STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 791.50

[illegible] truck combo's are being logged on non-revenue sheet.

NOTED
TOM EDWARDS

Signature

[illegible]t Log," Form A-342.

RECEIVED
OCT 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F-043-1(2)
FC-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (8-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4. Truck Comb 6-Ax
	1st Shift	N	16		1	2	2	1			
		S	15		2	1				3	
B-7	Bongard	T	31		3	3	2	1		3	
	2nd Shift	N	167	1		6	1	1	1	9	
		S	186	1	1	4	1		1	11	
B-9	Lowry	T	353	2	1	10	2	1	2	20	
	3rd Shift	N	89	1	1					4	
		S	99		1	3		1			
B-5	MacDonald	T	188	1	2	3		1		4	
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION			572	3	6	16	4	3	2	27	
NO. OF AXLES BY CLASSIFICATION			2 1144	3 9	4 24	2 32	3 12	3 9	4 8	5 135	6
RECEIPTS BY CLASSIFICATION			858.00	6.00	12.00	48.00	12.00	12.00	8.00	108.00	

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT Bongard	83.50	41.50	42.00	42.00		
SECOND SHIFT Lowry	663.50	158.50	505.00	505.00		
THIRD SHIFT MacDonald	317.00	72.50	244.50	244.50		
EXTRA SHIFT						
DAILY TOTALS	1064.00	272.50	791.50	791.50		

SECTION 3—TRA

	Treadle Count Forward	Less Reverse	Ne Axl
	108		10
	872	2	87
	428		42
	1408	2	140

Explanation of cash over or short and other remarks: North Bound 4-axle truck combo's are being logged on non-revenue shee

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE Oct. 25, 1967

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle	NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
2	1									22
			3					2	4	23
2	1		3					2	4	45
1	1	1	9					2	4	188
1		1	11					7	14	212
2	1	2	20					9	18	400
			4					5	10	100
	1							1	2	105
	1		4					6	12	205
4	3	2	27					17		Total Vehicles 650
3 / 12	3 / 9	4 / 8	5 / 135	6	7	8	2	See note 34		Computed Axles 1407
12.00	12.00	8.00	108.00					Total Computed Receipts		$ 1064.00

SECTION 3—TRAFFIC SUMMARY

Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short
		108		108	108		
		872	2	870	871	1	
		428		428	428		
		1408	2	1406	1407	1	

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OCT 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED

$ 791.50

ck combo's are being logged on non-revenue sheet.

NOTED
TOM EDWARDS

Doris Lagon
Signature

Form A-341

RECEIVED
OCT 27 1967
STATE HIGHWAY ENGINEER

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OCT 20 1967
FOR FILING

Fred W. Hill, Member
Helix

F-003-1(16)
6268

October 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. F-003-1(16)

Dear Sir:

Your December 15, 1966, endorsement noted that contract work on Contract No. 6268, Astoria Bridge (Steel Superstructure) Section in Clatsop County, Federal-Aid Project No. F-003-1(16), was satisfactory. The State Highway Commission authorized acceptance of the contract as of January 13, 1967.

Attached or listed below are the data necessary for your acceptance of the project.

There was no participating work under State Force Order by State Forces or others.

Attachments are as follows:

Materials Report, FR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:jb

cc: C. H. Maison
I. D. Merchant
R. N. Chase

RECEIVED
OCT 20 1967
FOR FILING

Fred W. Hill, Member
Helix

F-663-1(16)
6268

October 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. F-663-1(16)

Dear Sir:

Your December 15, 1966, endorsement noted that contract work on Contract No. 6268, Astoria Bridge (Steel Superstructure) Section in Clatsop County, Federal-Aid Project No. F-663-1(16), was satisfactory. The State Highway Commission authorized acceptance of the contract as of January 13, 1967.

Attached or listed below are the data necessary for your acceptance of the project.

There was no participating work under State Force Order by State Forces or others.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Observing and Overruns
Monthly Project Cost Report (B-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:jb

cc: C. H. Maison
I. D. Merchant
R. H. Chase

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OCT 24 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

F-OCT-1 1967
L-5562

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 13, 1967

Mr. Henry Kane
Assistant Attorney General
469 State Office Building
Portland, Oregon 97201

Re: U. S. Steel Corporation
vs. State of Oregon
Our File L-5562

Dear Henry:

I have your letter of September 14, 1967, and in response am forwarding a copy of the complaint filed in Multnomah County by United States Steel Corporation against the State of Oregon, by and through its State Highway Commission.

The suggestion by your co-counsel in the pipe anti-trust case to consider a counterclaim under the same authority for price fixing as to structural steel, is interesting. It is, of course, completely new to us as we have had no previous information that such was even under investigation.

I should mention that this case is an offshoot of the DeLong case, involving breach of contract in the construction of the piers for the Astoria Bridge. The State has commenced in Marion County a suit for declaratory judgment. Originally United States Steel was a defendant in that case when the State was seeking a declaration by the court that DeLong, under the contract, is responsible for any delay damages to United States Steel. That question is still in the case, although United States Steel has obtained an order of the court dismissing it as a party defendant.

A great deal of factual information, research and thought would have to be given to a change in strategy in these cases before a decision could be made to consider

such a counterclaim as proposed. Among other things we have, of course, tendered the defense of the United States Steel case to DeLong and its surety. We have twenty days to appear in the case and this date we are filing a motion for change of venue from Multnomah County to Marion County. It is possible that the cases may be later consolidated for decision. Also to be considered is the fact that in the original case of DeLong vs. State of Oregon we went clear to the U. S. Supreme Court on the matter of jurisdiction of the federal court to hear a case against the State, and we, of course, obtained a decision that the State court was the proper form.

The above are only a few of the many matters involved.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:ks
enclosure

cc: Forrest Cooper
R. L. Porter

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OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
OCT 16 1967

LAW OFFICES
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SUITE 400, FARRAGUT BUILDING
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HERMAN J. GALLOWAY
COUNSEL

GEORGE A. KING (1855-1938)
WILLIAM B. KING (1861-1930)

CABLE ADDRESS
KINGANKING, WASHINGTON, D.C.

TELEPHONE 296-5195
(AREA CODE 202)

F-063-1(6)
6768

September 29, 1967

RECEIVED
OCT 2 1967

G. E. Rohde, Esquire
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Rohde:

This will acknowledge receipt of your letter of September 6, 1967, which was not received until September 18, 1967.

Before discussing the problem with respect to the pipe culverts, we will attempt to answer your questions concerning the application of the rule against splitting a cause of action. In our letter of June 30, 1967, we had reference to the reasoning which has been generally followed by the Court of Claims in this regard. Specifically, the standard followed in the decisions of the Court is that there should be only one suit to enforce all claims arising out of a contract and that separate suits on the same contract are wasteful and burdensome. A comprehensive statement of the Court's views in this connection with references to its previous decisions, will be found in Nager Electric Company, Inc. v. United States, 368 F.2d 347 (1966).

Of course, the Court's views are predicated upon the fundamental concept of the contracts involved as being entire and indivisible, and do not preclude the possibility that it might consider the State's contract with the Corps of Engineers as divisible. The difficulty arises from the impossibility of predicting with assurance the view which the Court would adopt. Arguments to support either construction of the contract could be persuasively advanced. However, it would appear that where the provisions of the contract indicate that the parties intended that payment or performance would depend upon completion of all the work, the contract is generally viewed as being indivisible, even though payment or performance is measured in severable units.

Copies - M. Cooper
Porter
10-13-67

NOTED
TOM EDWARDS

In this respect, as an alternative basis for the bridge failure claim, Par. 15 of the petition states that the obligations of the Federal Government will not be fulfilled under the contract until final completion and acceptance by the State of the entire relocated highway and facilities. The Court would undoubtedly view this as indicating that the State considers the contract to be entire and indivisible, and as a consequence, the Court probably would not be favorably disposed to any subsequent contention that the contract was divisible.

For these reasons, we regret that we are unable to assure you that the rule against splitting a cause of action would not apply to a subsequent suit, if the bridge failure claim had previously advanced to judgment. However, there would appear to exist a practical solution to the problem. In several cases, the Court has indicated that the plaintiff could have avoided the rule if he had amended his petition before judgment to include claims based on the contract which arose after the original petition had been filed. Accordingly, if the petition is amended to include a claim for the reopening and repair of the pipe culverts at the Blalock Interchange, the Court may permit us to advance the bridge failure claim to judgment, and to hold the culvert claim in abeyance. In this manner, if additional claims arose, they could be included by further amendment of the petition. Obviously this procedure would not avoid all of the delay, but would permit the State to obtain judgment on the bridge failure without awaiting the accrual of all possible claims in 1972.

Turning now to the cost of reopening and repairing the pipe culverts. On the basis of the information and documentation enclosed with your letter of September 6, 1967, it is our opinion that the State has a valid claim against the United States for such expense under its contract with the Corps of Engineers.

As we view the situation, under Article 5 of the contract, the Government agreed to bear all of the cost of constructing the Blalock Interchange. Until final completion, inspection and acceptance of any segment immediately to be opened for public traffic, the State, as provided in Article 7, had no maintenance obligation with respect to such segment of the highway. Inasmuch as completion, inspection and acceptance, as contemplated by the contract terms, had not occurred at the time the culverts became plugged, it is our opinion that the cost of reopening and repairing the culverts was

clearly a cost necessary to the successful completion of the construction of the interchange, which construction costs the Federal Government had expressly agreed it would bear.

Accordingly, as the Government's responsibility for such costs arises out of the obligation which it assumed under Article 5 of the contract, in our view the provisions of the Deferred Construction Clause (Article 8), upon which the Corps of Engineers bases it denial of liability, have no application or bearing on the State's right to reimbursement of the costs incurred.

As to the course of action to be taken with respect to the culvert claim, we have several suggestions which we can discuss during my forthcoming visit to Salem.

Very truly yours,

Paul E. McNulty

PEM:jr

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OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ASTORIA BRIDGE

Estimated Toll Revenue With Variable Toll Rate vs Volume

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SEP 30 1957

F-163-1(15)
6768

Note: Traffic Expansion Factor of 2.5% Used For 786ADT
All Others Expanded at 3%

2000 ADT in 1967
Interest
Maintenance
1500 ADT in 1967
1272 ADT in 1967
1000 ADT in 1967
786 ADT in 1967
Bond Retirement

MILLIONS OF DOLLARS

0 5 10 15 20 25 30 35 40 45

1970 1975 1980 1985 1990 1995

YEAR

CHARLES PAPER CO. NO. C100 10 DIVISIONS PER INCH BOTH WAYS 10 X 100 DIVISIONS
CHARLES MANUFACTURING
PRINTED IN U.S.A. ON CHARLES TECHNICAL PAPERS NO. 1010

Form E-48—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ASTORIA BRIDGE TRAFFIC

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
July 29						2814		2814
30							3306	6120
31	4554							10674
August 1		2089						12763
2			2066					14829
3				2005				16834
4					2172			19006
5						2311		21317
6							3061	24378
7	3989							28367
8		2321						30688
9			2332					33020
10				2436				35456
11					2389			37845
12						2611		40456
13							3265	43721
14	4046							47767
15		2503						50270
16			2540					52810
17				2583				55393
18					2556			57949
19						2749		60698
20							3240	63938
21	3962* 16 hr. count							67900
22		2449						70349
23								
Averages	4138	2340	2313	2341	2372	2621	3218	2814

RECEIVED
SEP 15 1967

F-113-1(16)
6268

OREGON STATE HIGHWAY DEPARTMENT
Planning Survey Section

ASTORIA BRIDGE REVENUE
1967

Month	Cash Deposits	Scrip	Disc. Coupons	-10% Discount
January	$ 26,446.25	$ 1,474.50	$	$
February	28,428.25	3,304.25		
March	35,861.50	4,320.00		
April	37,629.80	3,059.00		
May	47,477.75	3,788.75		
June	60,872.25	461.00	6,071.00	-697.10
July	98,747.00	113.25	5,875.50	-587.55
*August	129,079.25	77.75	7,356.50	-735.65
TOTAL	$464,542.05	$16,598.50	$19,303.00	$-2,020.30

TOTAL REVENUE — $498,423.25

* Last day of August estimated.

For 1967 Totals

Estimated Income	$675,000		
Operating Expense	105,000		
Net Income from Tolls		$570,000	
Washington Subsidy		200,000	
GROSS INCOME		$770,000	
Costs			
Bond Principal	$800,000		
Interest	721,800	$ 1,521,800	
Net Oregon Subsidy		$751,800	
Plus one-half maintenance cost		8,200	
GROSS OREGON Subsidy 1967		$760,000	Deficit.

Cooper

NOTED
FORREST

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE
ASTORIA TOLL BRIDGE, 1966-1991
Based on Toll Schedule with Commutation Fa
1,200 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Principa Paymen
Prior to Opening			$	$	$	$24,000,000	$ 2,908,900	$ 800,
1966 2/	1300	207,000	331,600	153,000	178,600	23,200,000	174,400	-
1967	1200	438,000	705,200	45,000	660,200	23,200,000	721,800	800,
1968	1248	455,500	728,800	48,000	680,800	22,400,000	689,800	800,
1969	1298	473,800	758,100	171,000	587,100	21,600,000	657,800	800,
70	1350	492,800	788,500	54,000	734,500	20,800,000	625,800	800,
1971	1404	512,500	820,000	57,000	763,000	20,000,000	593,800	800,
1972	1460	532,900	852,600	180,000	672,600	19,200,000	564,800	800,
1973	1518	554,100	886,600	63,000	823,600	18,400,000	540,300	800,
1974	1579	576,300	922,100	66,000	856,100	17,600,000	517,600	800,
1975	1642	599,300	958,900	189,000	769,900	16,800,000	495,000	800,
1976	1708	623,400	997,400	72,000	925,400	16,000,000	472,200	800,
1977	1776	648,200	1,037,100	75,000	962,100	15,200,000	448,800	800,
1978	1847	674,200	1,078,700	198,000	880,700	14,400,000	424,800	800,
1979	1921	701,200	1,121,900	81,000	1,040,900	13,600,000	400,700	800,
1980	1998	729,300	1,166,900	84,000	1,082,900	12,800,000	376,300	800,
1981	2078	758,500	1,213,600	207,000	1,006,600	12,000,000	351,600	800,
1982	2161	788,800	1,262,100	90,000	1,172,100	11,200,000	326,800	845,
83	2247	820,200	1,312,300	93,000	1,219,300	10,354,700	300,600	918,
1984	2337	853,000	1,364,800	216,000	1,148,800	9,436,000	267,100	881,
1985	2340	887,000	1,419,200	99,000	1,320,200	8,554,300	244,000	1,076,
1986	2527	922,400	1,475,800	102,000	1,373,800	7,478,100	210,900	1,162,
1987	2628	959,200	1,534,700	225,000	1,309,700	6,315,200	175,000	1,134,
1988	2733	997,500	1,596,000	108,000	1,488,000	5,180,500	140,400	1,347,
1989	2842	1,037,300	1,659,700	111,000	1,548,700	3,832,900	100,800	1,447,
1990	2956	1,078,900	1,726,200	234,000	1,492,200	2,385,000	59,900	1,432,
1991 3/	3074	653,600	1,045,800	69,900	975,900	952,700	23,200	952,
			$28,764,600	$ 3,090,900	$25,673,700		$12,813,100	$24,000,

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the bridge w
interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 was required by Oregon.

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue pro
in July, 1991.

TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966-1991
Based on Toll Schedule with Commutation Fares -
1,200 ADT in 1967

et enues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy By Oregon	Subsidy By Washington
	$24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 1/	$ 2,039,500	$ - -
8,600	23,200,000	174,400	- -	174,400	(4,200)	(4,200)	- -
0,200	23,200,000	721,800	800,000	1,521,800	861,600	661,600	200,000
0,800	22,400,000	689,800	800,000	1,489,800	809,000	609,000	200,000
7,100	21,600,000	657,800	800,000	1,457,800	870,700	670,700	200,000
4,500	20,800,000	625,800	800,000	1,425,800	691,300	491,300	200,000
3,000	20,000,000	593,800	800,000	1,343,800	630,800	430,800	200,000
,600	19,200,000	564,800	800,000	1,364,800	692,200	492,200	200,000
3,600	18,400,000	540,300	800,000	1,340,300	516,700	316,700	200,000
6,100	17,600,000	517,600	800,000	1,317,600	461,500	316,900	144,600
9,900	16,800,000	495,000	800,000	1,295,000	525,100	355,100	170,000
5,400	16,000,000	472,200	800,000	1,272,200	346,800	248,100	98,700
2,100	15,200,000	448,800	800,000	1,248,800	286,700	212,000	74,700
0,700	14,400,000	424,800	800,000	1,224,800	344,100	246,500	97,600
0,900	13,600,000	400,700	800,000	1,200,700	159,800	135,900	23,900
,900	12,800,000	376,300	800,000	1,176,300	93,400	93,400	- -
6,600	12,000,000	351,600	800,000	1,151,600	145,000	127,000	18,000
2,100	11,200,000	326,800	845,300	1,172,100	- -	- -	- -
9,300	10,354,700	300,600	918,700	1,219,300	- -	- -	- -
8,800	9,436,000	267,100	881,700	1,148,800	- -	- -	- -
0,200	8,554,300	244,000	1,076,200	1,320,200	- -	- -	- -
3,800	7,478,100	210,900	1,162,900	1,373,800	- -	- -	- -
9,700	6,315,200	175,000	1,134,700	1,309,700	- -	- -	- -
8,000	5,180,500	140,400	1,347,600	1,488,000	- -	- -	- -
8,700	3,832,900	100,800	1,447,900	1,548,700	- -	- -	- -
2,200	2,385,000	59,900	1,432,300	1,492,200	- -	- -	- -
5,900	952,700	23,200	952,700	975,900	- -	- -	- -
3,700		$12,813,100	$24,000,000	$36,813,100	$ 9,470,000	$ 7,442,500	$ 2,027,500

bridge bonds prior to the opening of the bridge were offset by $1,669,400 of
2,039,500 was required by Oregon.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in July, 1991.

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month AUGUST
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								222,772
1			1878					224,650
2				2126				226,776
3					2141			228,917
4						2656		231,573
5							3169	234,742
6	3821							238,563
7		2386						240,949
8			2359					243,308
9				2581				245,889
10					2415			248,304
11						2681		250,985
12							3119	254,104
13	3633							257,737
14		2482						260,219
15			2479					262,698
16				2620				265,318
17					2621			267,939
18						3117		271,056
19							3873	274,929
20	4262							279,191
21		2666						281,857
22			2662					284,519
23				2705				287,224
24					2699			289,923
25						2903		292,826
26							3120	295,946
27	3517							299,463
28		2398						301,861
29			2204					304,065
30				2177				306,242
31					* 2176			308,418
Av.								

85,646/31 = 2763 ADT for Aug.

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month July
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								156,994
1							2204	159,198
2	2524							161,722
3		2164						163,886
4			1972					165,858
5				1857				167,715
6					1716			169,431
7						1967 *		171,398
8							2150 *	173,548
9	2769 *							176,317
10		1717 *						178,034
11			1678					179,712
12				1800				181,512
13					1696 *			183,208
14						1830		185,038
15							2212	187,250
16	2611							189,861
17		1876						191,737
18			1859					193,596
19				1817				195,413
20					1832			197,245
21						2350		199,595
22							2817	202,412
23	3567							205,979
24		1958						207,937
25			1858					209,795
26				1897				211,692
27					1786			213,478
28						2093		215,571
29							2350	217,921
30	2934							220,855
31		1917						222,772
Av.			Total Month July - 65,778 / 31 = 2,122 ADT					

* Estimated totals by E. Chidsey.

Month June

Year 1967

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								115,408
1					799			116,207
2						933		117,140
3							1111	118,251
4	1505							119,756
5		880						120,636
6			911					121,547
7				941				122,488
8					889			123,377
9						1264		124,641
10							1505	126,146
11	2032							128,178
12		1212						129,390
13			1213					130,603
14				1201				131,804
15					1144			132,948
16						1285		134,233
17							1644	135,877
18	2206							138,083
19		1338						139,421
20			1349					140,770
21				1352				142,122
22					1286			143,408
23						1699		145,107
24							2018	147,125
25	2923							150,048
26		1364						151,412
27			1299					152,711
28				1269				153,980
29					1389			155,369
30						1625		156,994
31								
Av.		Total Month June - 41,586/30 = 1,386 ADT						

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month May
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								84,287
1		570						84,857
2			558					85,415
3				624				86,039
4					539			86,578
5						703		87,281
6							1071	88,352
7	1603							89,955
8		620						90,575
9	-		570					91,145
10	-			569				91,714
11	-				625			92,339
12	-					889		93,228
13	-						1183	94,411
14	2187							96,598
15	-	724						97,322
16	-		705					98,027
17	-			702				98,729
18	-				723			99,452
19	-					891		100,343
20	-						1288	101,631
21	1742							103,373
22	-	913						104,286
23	-		922					105,208
24	-			906				106,114
25	-				877			106,991
26	-					1225		108,216
27	-						1753	109,969
28	2126							112,095
29	-	1213						113,308
30	-		1312					114,620
31	-			788				115,408
	-							-
	-							-
Av.	-	Total Month May - 31,121/31 = 1,004 ADT						-

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month April
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								59,539
1							969	60,508
2	1628							62,136
3		575						62,711
4			556					63,267
5				558				63,825
6					654			64,479
7						741		65,220
8							966	66,186
9	1392							67,578
10		557						68,135
11			632					68,767
12				558				69,325
13					541			69,866
14						672		70,538
15							936	71,474
16	1123							72,597
17		565						73,162
18			532					73,694
19				593				74,287
20					582			74,869
21						732		75,601
22							1073	76,674
23	1603							78,277
24		666						78,943
25			562					79,505
26				653				80,158
27					619			80,777
28						765		81,542
29							1224	82,766
30	1521							84,287
31								
Av.		Total Month April - 24,748 /30 = 825 ADT						

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month March
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								35,657
1				471				36,128
2					472			36,600
3						581		37,181
4							929	38,110
5	1656							39,766
6		498						40,264
7			511					40,775
8				516				41,291
9					530			41,821
10						595		42,416
11							742	43,158
12	1284							44,442
13		639						45,081
14			617					45,698
15				594				46,292
16					668			46,960
17						756		47,716
18							1128	48,844
19	1344							50,188
20		775						50,963
21			666					51,629
22				619				52,248
23					725			52,973
24						1009		53,982
25							996	54,978
26	1420							56,398
27		665						57,063
28			607					57,670
29				627				58,297
30					580			58,877
31						662		59,539
								-
								-
Av.	Total Month March - 23,882 / 31 = 770 ADT							-

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month February
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
								16,832
1				408				17,240
2					519			17,759
3						550		18,309
4							813	19,122
5	1509							20,631
6		481						21,112
7			460					21,572
8				555				22,127
9					487			22,614
10						496		23,110
11							809	23,919
12	934							24,853
13		508						25,361
14			465					25,826
15				468				26,294
16					429			26,723
17						500		27,223
18							747	27,970
19	1346							29,316
20		530						29,846
21			553					30,399
22				825				31,224
23					614			31,838
24						667		32,505
25							899	33,404
26	1266							34,670
27		542						35,212
28			445					35,657
29								
30								
31								
Av.		Total Month February - 18,825/28 = 672 ADT						

ASTORIA TOLL BRIDGE
TRAFFIC COUNTS

Month January
Year 1967

Date	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Accum.
1	898							898
2		705						1,603
3			497					2,100
4				423				2,523
5					415			2,938
6						500		3,438
7							638	4,076
8	801							4,877
9		425						5,302
10			448					5,750
11				437				6,187
12					391			6,578
13						527		7,105
14							677	7,782
15	678							8,460
16		461						8,921
17			483					9,404
18				436				9,840
19					358			10,198
20						599		10,797
21							743	11,540
22	864							12,404
23		427						12,831
24			450					13,281
25				436				13,717
26					460			14,177
27						483		14,660
28							702	15,362
29	654							16,016
30		405						16,421
31			411					16,832
Av.			Total Month January - 16,832/31 = 543 ADT					

Traffic Projection as of 9/1/67

FREDERICK POST COMPANY
3017G10 CROSS SECTION 10X10 PER INCH

500,000
400,000
300,000
200,000
100,000
0
2500
2000
1500
1000
500

Extrapolation

$\frac{3.2 \text{ M}}{3.45 \text{ M}} \times 465 \text{ M} = 416.1 \div 365 = 1140$ ADT

465,400
345,400
208,400

Actual total Traffic

Predicted total Traffic - 1275 Base

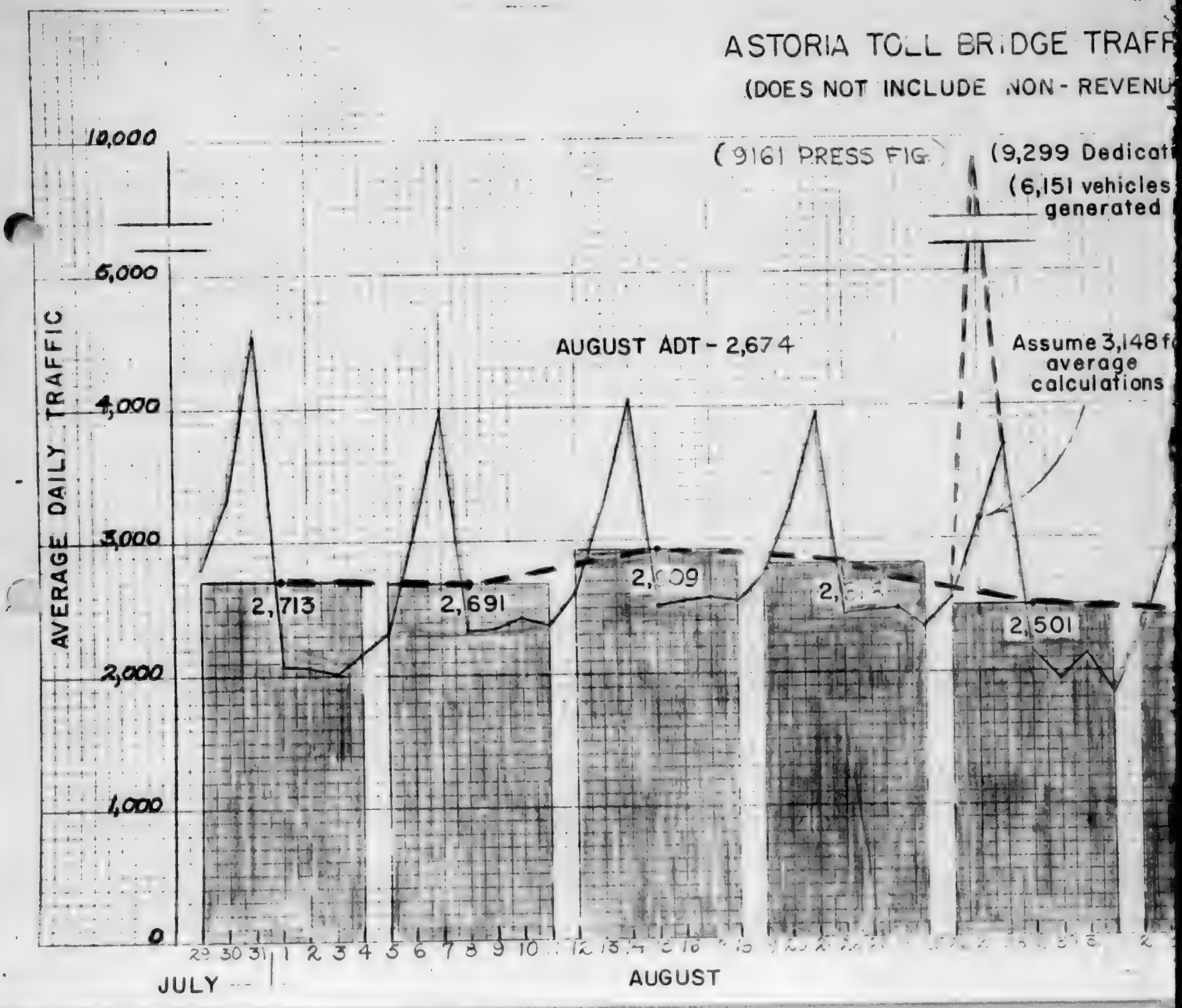
Predicted Monthly ADT 1275 Base

Actual Monthly Volumes

Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec

ASTORIA TOLL BRIDGE TRAFF

(DOES NOT INCLUDE NON-REVENU



BRIDGE TRAFFIC COUNTS

UDE NON-REVENUE VEHICLES)

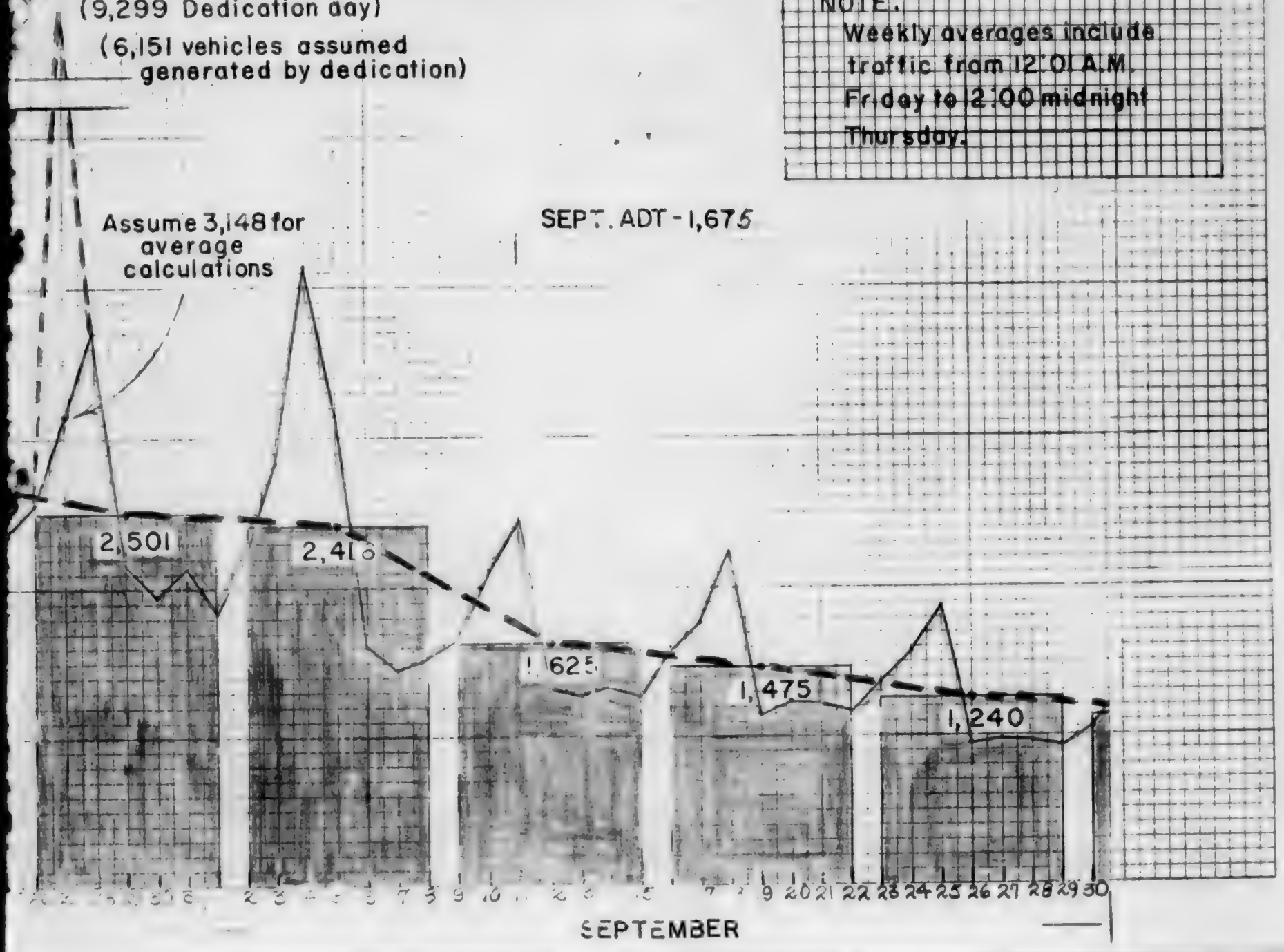
(9,299 Dedication day)

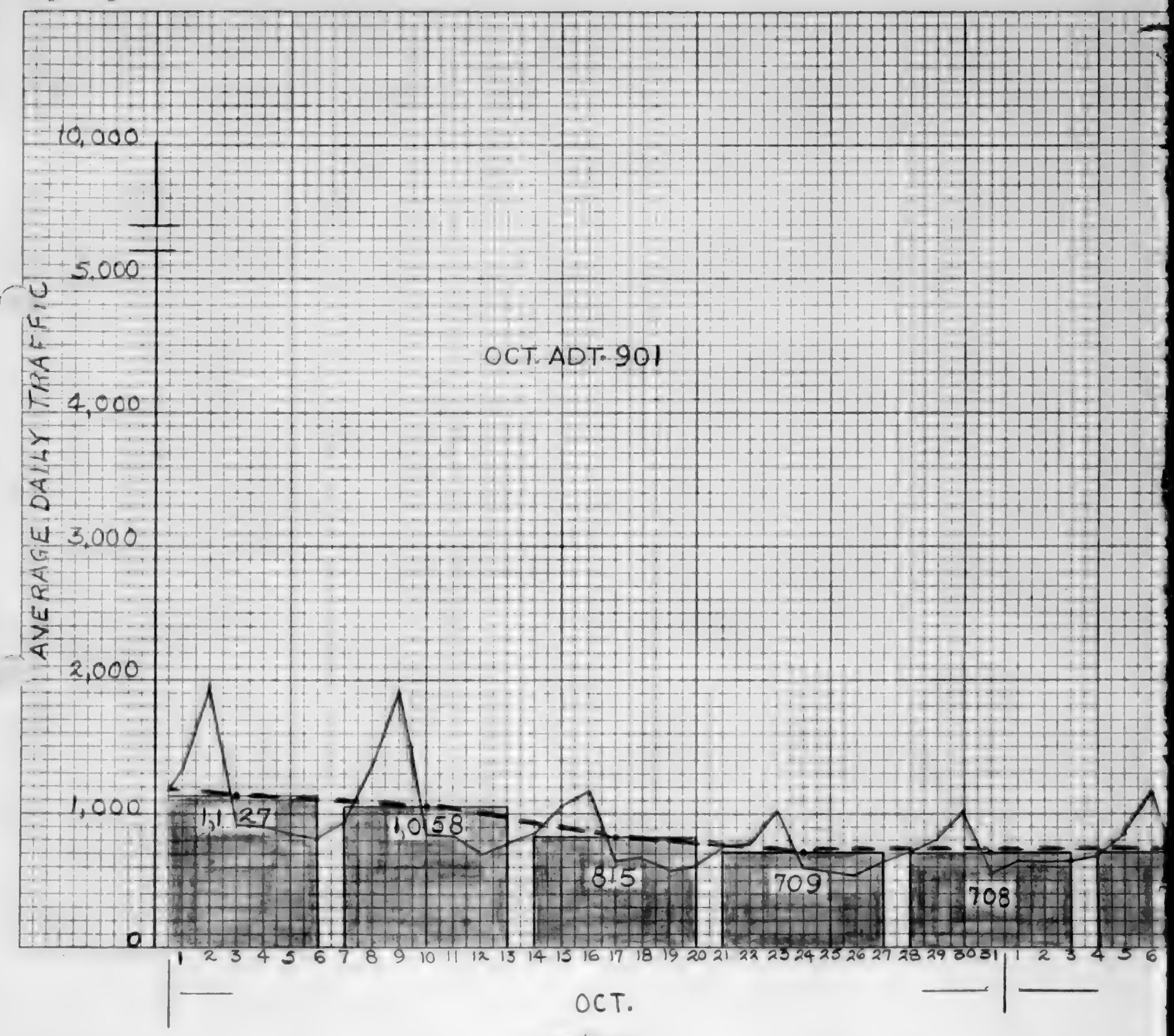
(6,151 vehicles assumed generated by dedication)

NOTE:
Weekly averages include traffic from 12:01 A.M. Friday to 12:00 midnight Thursday.

Assume 3,148 for average calculations

SEPT. ADT - 1,675

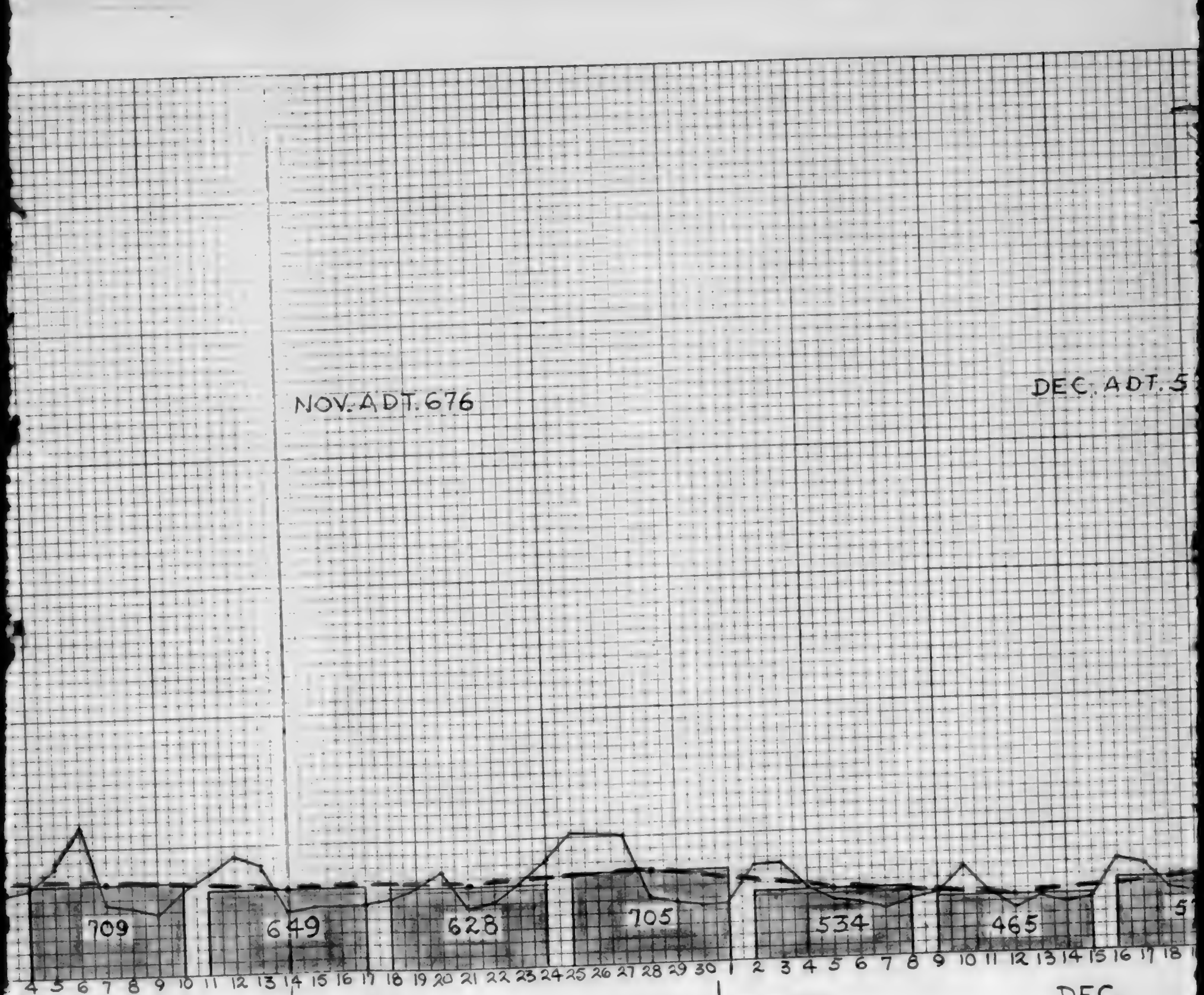




CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1013
NO. C3130. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

NOV. ADT. 676

DEC. ADT. 5



CLEARPRINT PAPER CO. NO.

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

CLEARPRINT CHARTS

ONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

CLEARPRINT PAPER CO. NO. CP190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER

CLEARPRINT CHARTS

DEC.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

625 713 572 465 534 705 28

DEC. ADT. 577

6

CLEARPRINT PAPER CO. NO C3190 10 DIVISIONS PER INCH BOTH WAYS TO X 100 DIVISIONS.
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER

ASTORIA
(DOES N

JANUARY-ADT-543

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

582 529 537 546 537

2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5 6

JAN.

FEB.

EARPRINT TECHNICAL PAPER NO. 1018

CLEARPRINT PAPER CO NO C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

CLEARPRINT CHARTS

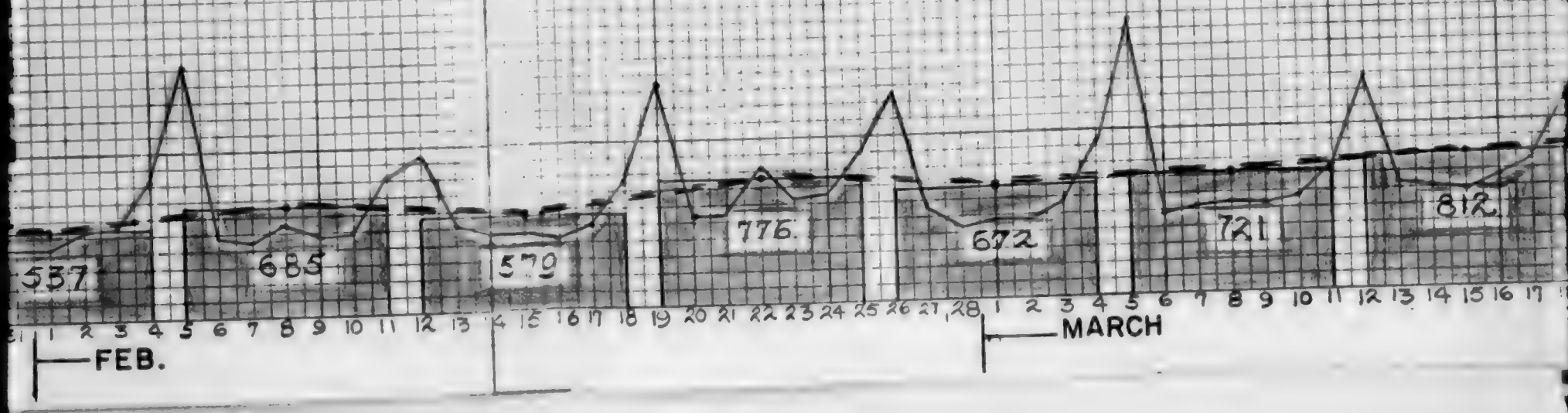
PRINTE

ASTORIA TOLL BRIDGE TRAFFIC COUNTS
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

NOTE:
Weekly averages incl
traffic from 12:01A.
Sunday to 12:00 mi dn
Saturday.

FEBRUARY - ADT 672

MARCH - A



NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1018
CLEARPRINT CHARTS

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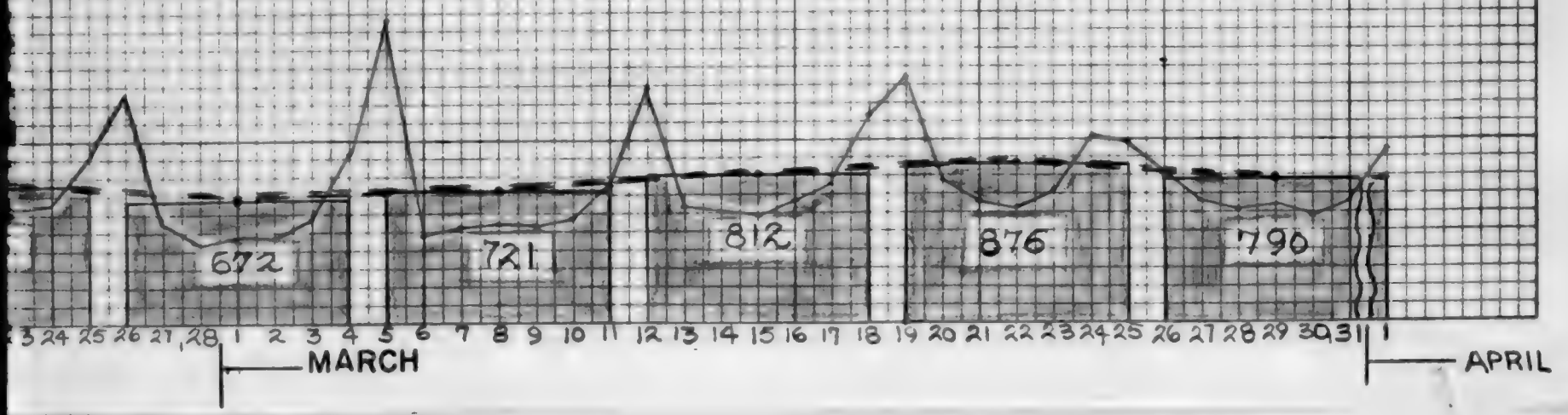
NOTE:
Weekly averages include traffic from 12:01 A.M. Sunday to 12:00 midnight Saturday.

MARCH - ADT 770



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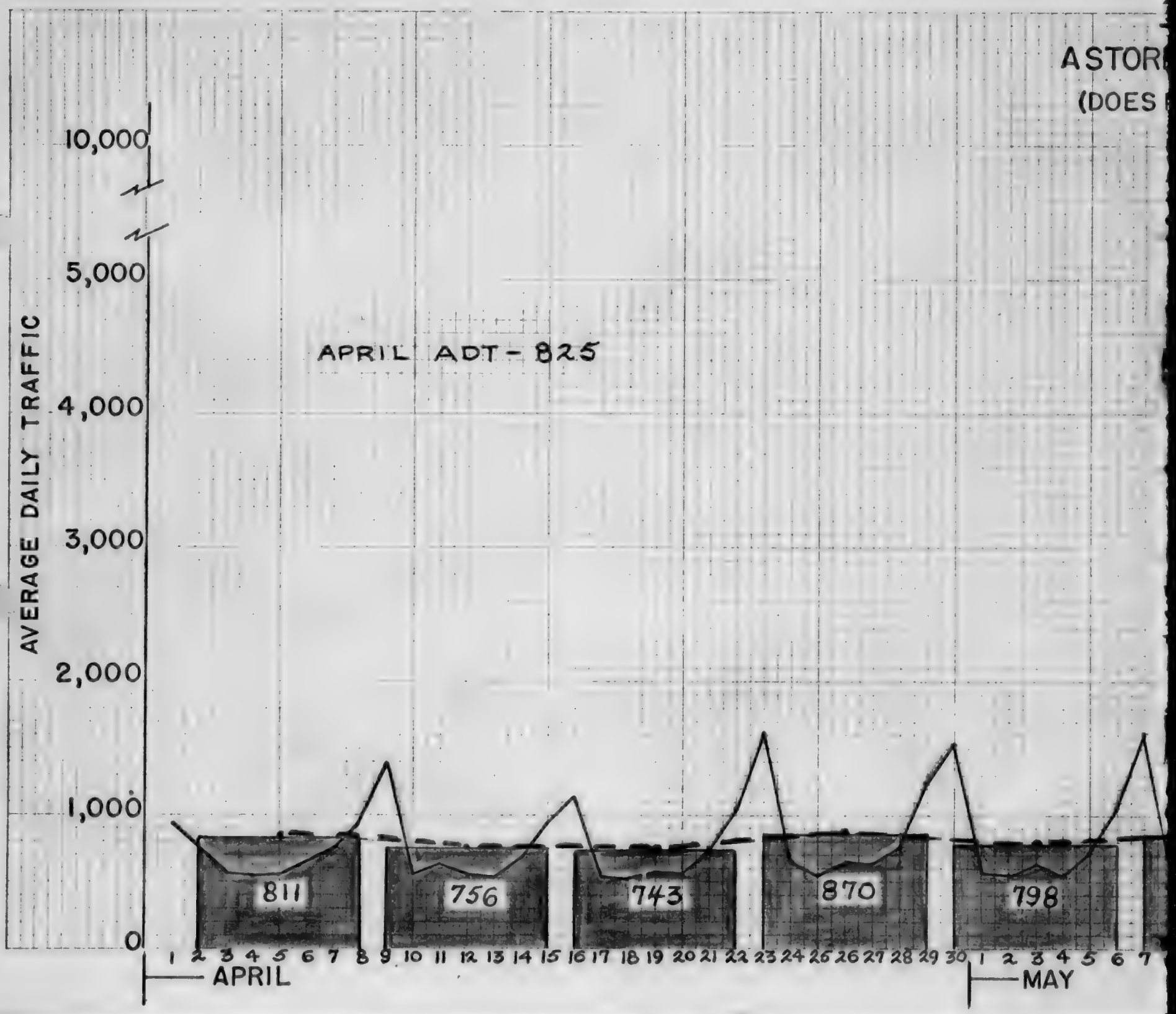


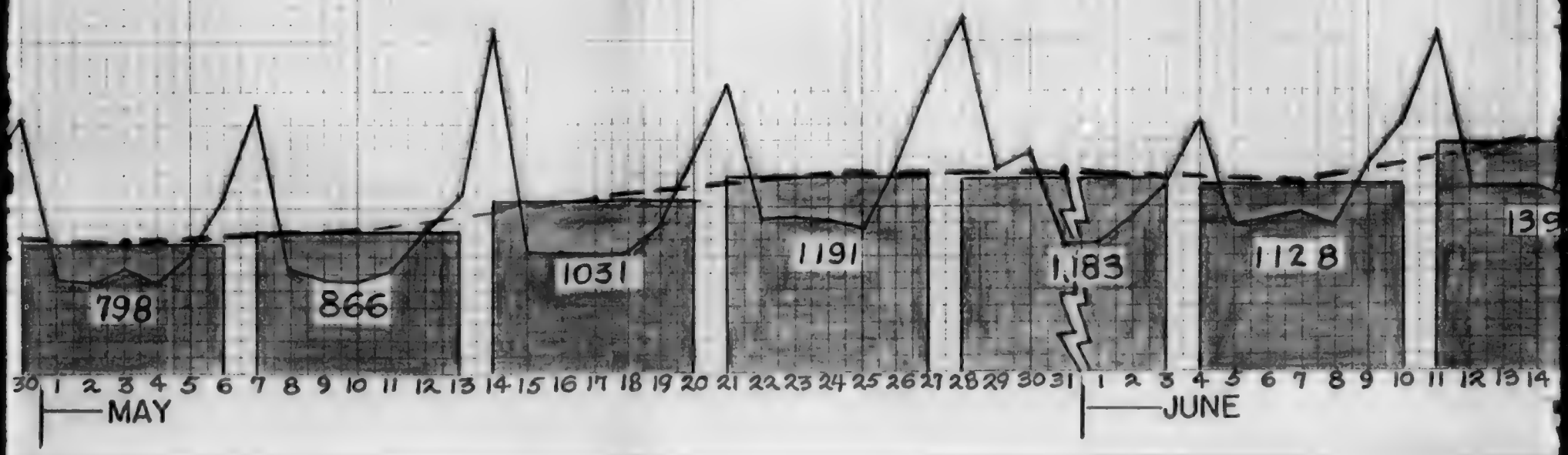
A. ON CLEARPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO NO. C3190 10-5 ... DIVISIONS

ASTORIA TOLL BRIDGE TRAFFIC COUNTS
(DOES NOT INCLUDE NON-REVENUE VEHICLES)

NOTE:
Weekly average
traffic from 12
Sunday to 2:00
Saturday.

MAY ADT - 1,004

JUNE

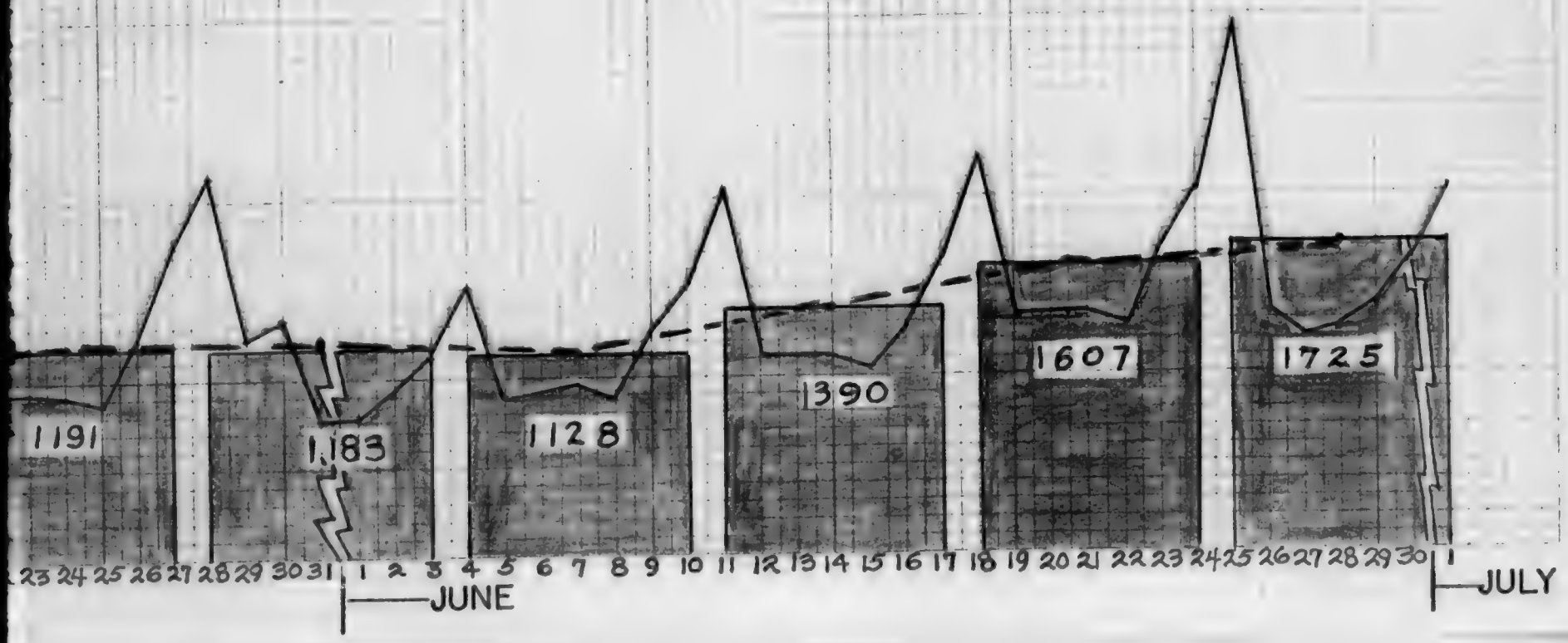


R CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

OUNTS
HICLES)

NOTE:
Weekly averages include traffic from 12:01A.M. Sunday to 2:00 midnight Saturday.

JUNE ADT - 1386



CLEARPRINT PAPER CO. NO. C3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL

ASTO
(DOE

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

JULY ADT = 2,122

2,050
1957
2166
2216
2403

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4 5

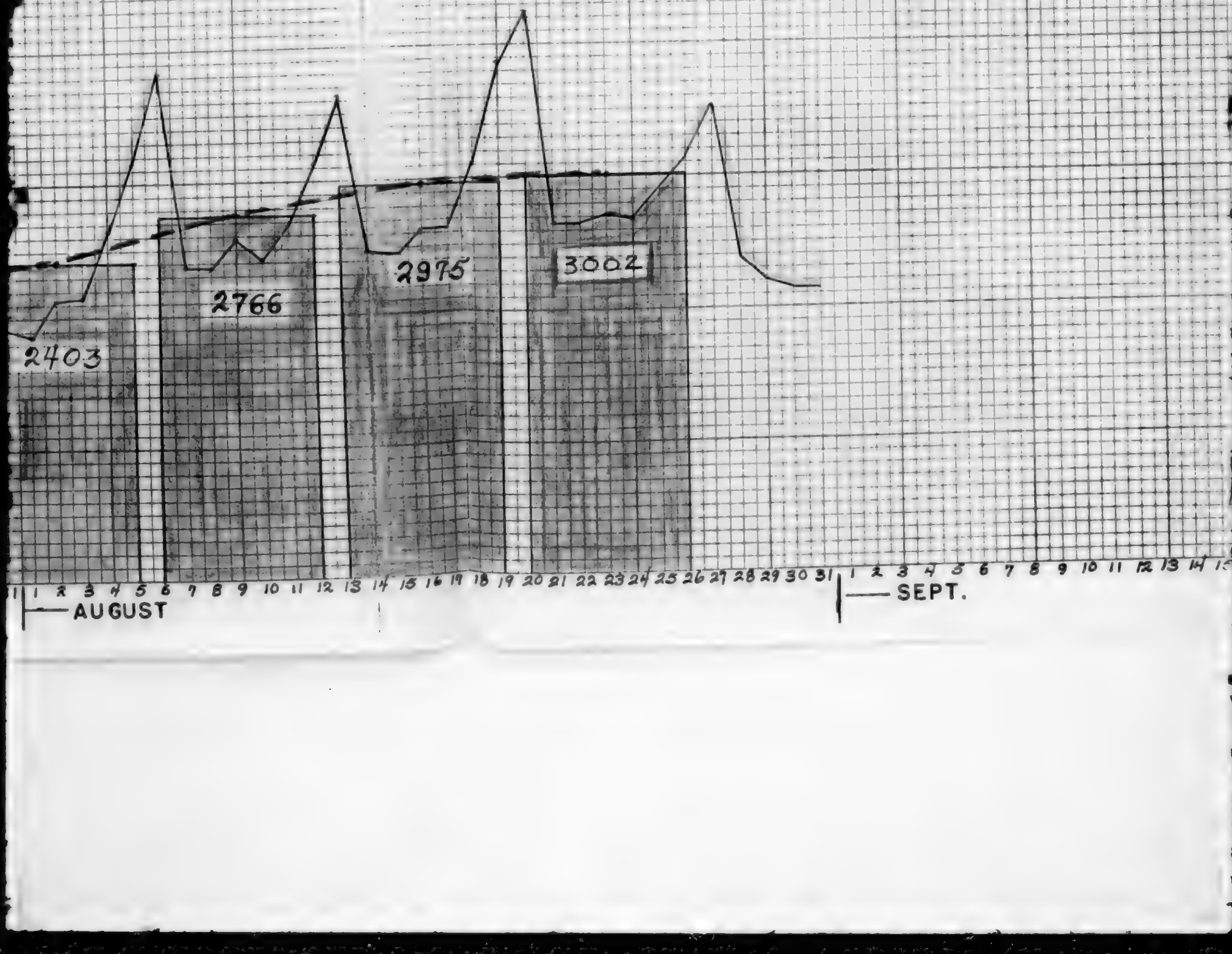
JULY
AUGUS

BLUEPRINT TECHNICAL PAPER NO. 1015 CLEARPRINT PAPER CO. No. 1-31-70 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A.

ASTORIA TOLL BRIDGE TRAFFIC COUNTS
(DOES NOT INCLUDE NON-REVENUE VEHICLES)
- 1967 -

NOTE:
Weekly averages incl
traffic from 12:01A.
Sunday to 12:00 midni
Saturday.

AUGUST ADT- 2763



© C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER-NO. 1015

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ES)

NOTE:
Weekly averages include
traffic from 12:01 A.M.
Sunday to 12:00 midnight
Saturday.

24 25 26 27 28 29 30 31 | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 |

— SEPT. — OCT.

10-1-61

RECEIVED
OCT 5 - 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1967

F-(0[illegible]-1(1)

To: MEMO TO FILE

SUBJECT: Price Agreement No. 11
Astoria Bridge Superstructure
Contract No. 6268

Price Agreement No. 11 on the Astoria Bridge superstructure, Contract No. 6268, provided for a rebate to the contractor for any overcharge of installing an epoxy patch on the deck of 171. $2,195.00 has been deducted from the contractor to cover the cost of this patch to be placed by the state.

I have instructed Horton Hughlett to proceed immediately to complete this work and to prepare the Request for Outside Billing to cover the cost for transmittal to Mr. Edwards.

Robert N. Bothman
Assistant Maintenance Engineer

RNB:ib

cc: R. D. Asburry
H. W. Hughlett

RECEIVED
OCT 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

MAINTENANCE ENGINEER
RECEIVED
SEP 6 1967
ME AME AME OE AG
BS ABS AA FILE TA

10-2
Completed Sept 22, 1967
Billing to be submitted
this week.

RECEIVED
AUG 2 9
FOR FILE

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR
E-(X)-1(1c)
6268

August 7, 1967

Mr. William McTurk
710 1st Street
Orland, California 95963

Dear Mr. McTurk:

I have your recent letter expressing displeasure with the $1.50 toll on the Astoria-Megler Bridge across the Columbia River between Oregon and Washington.

This particular structure was financed by a bond issue which was initiated by the state legislatures of Oregon and Washington and while the bridge is not self-liquidating, the toll was established to secure the optimum revenue. This takes into account the volume of traffic and the limitations on the amount of traffic that results because of the toll.

We do not have many toll facilities in this state but in this instance, it would be unfair for the Oregon road user to pay the entire cost of the structure. The bridge replaced a ferry system which operated for many years and the toll schedule on the ferries was $1.25 for the car and driver plus 25 cents for each additional passenger so that there is not much difference between the ferry and the bridge toll.

I appreciate your taking the time to write to me.

Sincerely,

Governor

TM:wa

bcc: Mr. Forrest Cooper

COPY
FOR
FORREST

RECEIVED
AUG 9 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir : Recently I crossed the Columbia River to Astoria and was surprised to find the exorbitant toll of $1.50. Is it that high because there is not much traffic crossing it. I never knew of any bridge charging such high toll. There is the new Benicia-Martinez bridge in Calif. over a mile long without much traffic and the toll is 25¢.

Yours Truly

Willie [illegible] Tur:

710 1st Street

Orland Calif. 95963

JUL 24 1967

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1967
FOR FILING

F-603-1-(14)
6265

August 3, 1967

5872

Mr. Harold Davis
1519 Angelus Avenue
Los Angeles, California 90026

Dear Mr. Davis:

Your card of July 23, calling our attention to the fact that we were charging campers on one-ton truck chassis the same as four-wheel trucks to pass over the Astoria Bridge, has resulted in a change of policy effective at once.

Hereafter, all campers on pickups will be charged the normal car rate of $1.50, in spite of the fact that a one-ton pickup is classified in the trade as a truck.

We thank you very much for your card calling this to our attention and we hope that you will visit our State again in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
C. H. Maison
R. L. Schroeder
R. D. Asburry
R. M. Smith

EFC:aj ja

7-23-67

Gentleman, I drove over the Columbia River Bridge into Oregon and I had to pay the truck rate. (3.00) for my camper due to the fact that it is a chassis mount on a 1 Ton Truck. There are many campers on the road today, I feel you should review this situation and put campers in a different classification. Your charge considerably less for a Car & Trailer. What is the difference?

Sincerely yours,

Harold Davis - 1519 Angeles Ave Los Angeles Calif 90026

Thank You

MAINTENANCE ENGINEER
RECEIVED
JUL 27 1967
ME AME AME OE AG
BS BS AA FILE TA

RECEIVED
AUG 4 1967
FOR FILING
F-003.1(16)
6268

August 3, 1967

5868

Mr. L. E. Atterbury
1725 N. W. Fourth Street
Gresham, Oregon 97030

Dear Mr. Atterbury:

Your letter of July 24, calling our attention to the fact that we were charging $3.00 for a camper mounted on a one-ton pickup to cross over the Astoria Bridge, has resulted in a review of the situation and a change of policy.

Hereafter, all pickup-mounted campers will be classed as passenger vehicles and will be charged at the rate of $1.50 per vehicle.

The toll takers at the bridge did not make an error in charging you the $3.00, as at that time our instructions were to class all one-ton pickups with campers at the four-wheel truck rate.

We thank you for your letter calling the above practice to our attention. You can have the satisfaction of knowing that your letter assisted in causing a revision of our policy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
C. H. Maison
R. L. Schroeder
R. D. Asburry
R. M. Smith

EFC:aj ja

Edwards

Gresham Oregon
July 24. 1967

5783

JUL 25 67

Gentlemen:

Enclosed please find Receipt for toll across Astoria bridge

We have a 1963 Chev. pickup with a built on camper. The total weight is 5500 lbs and we pay $10. car liscense.

We wonder if the toll taker dident make an error in charging $3.00 since it is a pick up - Other times when we used the bridge we never had paid this much.

Sincerely
L E Atterbury
1725 NW 4th - Gresham Ore 97030

RECEIVED
JUL 25 1967

F-003-1(16)
C 768
1088

July 21, 1967

AIRMAIL

Mr. Al C. Schrell
1479 Holbrook Street
Los Angeles, California 90041

Dear Mr. Schrell:

We are glad that you enjoyed your recent trip through Oregon. We are equally sorry that through a misunderstanding you were overcharged in the amount of $1.50 for toll at the Astoria Bridge.

The State of Oregon issues passenger car licenses to house cars, the same as California does. Therefore, the proper classification for toll would be the same as passenger cars, $1.50 A refund check in the amount of $1.50 is enclosed.

We are sorry your trip was marred by this incident and hope you will return to enjoy Oregon again.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

Enc.

ESH:je mc

bc Forrest Cooper
R. L. Porter
E. S. Hunter
C. H. Maison
R. D. Asburry
R. M. Smith - Please instruct your collectors that house cars are to be classed as passenger

Los Angeles, Calif.
July 8, 1967

REFERRED TO
Admin
BY SECRETARY

5686

JUL 11 67

Oregon State Highway Commission
Dear Sirs:

Recently we had the pleasure of travelling in Oregon and Washington in our Camper. We greatly enjoyed ~~enjoyed~~ the beautiful scenery of Oregon, then we covered Washington coming down from Aberdeen to Megler then crossing the new bridge to Astoria. On arriving at the toll gate I noticed sign stating passenger cars are $1.50, other vehicles according to their ratings. I gave man at gate $1.50 and he informed me it would be $3.00, I asked him how come and he told me I had a truck, upon which I informed him that I was driving a Vehicle classified as a house car, carrying the same license plate as are issued to passenger cars in Calif. I am bound by all laws allowed passenger cars in regards to speeds and freeways that are not for trucks. Your man said he did not care about the license plate he called my vehicle a truck and that is what we would have to pay. I do not think hid ideas should superseed the ruling of the Motor Vehicle Commission of Calif.
I understand the traffic on the bridge has not been up to speculation and is not paying off as planned, could it be possible that things like this are some of the reasons for the lack of patronage on the bridge. We did enjoy our trip through Oregon and your rest areas are wonderful and there are many spread throughout the state. Thought you should know about this incident, it happened on June 23rd about 2 P.M. Would appreciate hearing from you on this matter.

Yours Truly

Al C. Schrell

Al C. Schrell
1479 Holbrook St.
Los Angeles, Calif. 90041

MAINTENANCE ENGINEER
RECEIVED
JUL 11 1967
BE AME AME BE AE
BS ABS AA FILE TA

OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
JUL 11 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1967

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
226-243

CABLE ADDRESS
"KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL C. HAGEN
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSON, JR.
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW

HELEN F. ALTHAUS
JEAN P. LOWMAN
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN
SIDNEY A. BROCKLEY
DALLAS W. ISOM

F-003-1(16)

6268

July 21, 1967

Mr. Floyd Query
Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

With respect to the third paragraph of your letter of July 14, 1967, this is to advise that the claim of United States Steel Corporation arises out of the work performed by it under contract No. 6268 but that the bond against which the claim is asserted is the bond which was furnished by The Travelers Indemnity Company in connection with contract No. 6124.

Very truly yours,

Judson B. York, Jr.

Re: Long Contract

NOTED
FLOYD QUERY

RECEIVED
JUL 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1967
FOR FILING

F 1 : 1 (11)
6267

July 14, 1967

(Do not detach envelope C.H.)

King, Miller, Anderson, Nash, & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon 97205

Attention: Mr. Fredric A. Yerke, Jr.

NOTED ON CARD
W.R.S

Gentlemen:

This is in reply to your letter of July 12 and attached Notice of Claim of United States Steel Corporation against the DeLong Corporation and The Travelers Indemnity Company for labor, materials, costs and expenses in excess of $1,049,304.25.

The claim states this is in reference to work performed by the United States Steel Corporation under Contract No. 6266 relating to the Columbia River Bridge, Astoria, Oregon - Point Ellice, Washington.

It appears that the Notice of Claim in the above amount is intended to be filed against Contract 6124 awarded to DeLong Corporation for construction of piers for the Columbia River Bridge at Astoria. If we are wrong in this assumption, please let us know.

We will advise the Travelers Indemnity Co. of the receipt of the claim and will forward a copy to the Secretary of State for filing.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

cc DeLong Corp.
The Travelers Indemnity Company
Phil Grossmayer Co.
George Rohde
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

TELEPHONE
AREA CODE 503
228-2431

CABLE ADDRESS
"KINGMAR"

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
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DONALD R. HOLMAN
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CONRAD L. MOORE
DEAN D. DeCHAINE
WILLIAM N. STILES
R. ALAN WIGHT
DAVID W. MORTHLAND
WILLARD M. BUSHMAN
SIDNEY A. BROCKLEY
DALLAS W. ISOM

July 12, 1967

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

Gentlemen:

On behalf of the American Bridge Division of United States Steel Corporation, I am enclosing the original of "Notice of Claim as Required by ORS 279.526 and ORS 279.528" of which I respectfully request that you acknowledge receipt.

Please be advised that in forwarding this notice for filing United States Steel Corporation is not waiving its right to pursue any other remedy or remedies available to it in connection with the claim asserted, whether such remedy exists by reason of statute or otherwise, and that the filing of the enclosed notice is without prejudice to its right to pursue any other such remedy or remedies.

Very truly yours,

Fredric A. Yerke Jr.

RECEIVED
JUL 14 1967
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM
AS REQUIRED BY ORS 279.526
AND ORS 279.528

To the State Highway Commission:

Notice hereby is given that the undersigned, United States Steel Corporation, has a claim for labor performed, materials furnished and costs and expenses incident thereto performed, furnished, expended and incurred by United States Steel Corporation in a sum in excess of $1,049,304.25 against the bond taken from DeLong Corporation and The Travelers Indemnity Company for the work performed by United States Steel Corporation under Contract No. 6268 relating to Columbia River Bridge, Astoria, Ore.-Pt. Ellice, Wn., as set forth more particularly in Volume 1 of "Columbia River Bridge Project Claim for Delay Damages" heretofore presented to the State Highway Commission.

UNITED STATES STEEL CORPORATION

By _____

VICE PRESIDENT - WEST

RECEIVED
JUL 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1967
FOR FILING

F-11-1(10)

6268

July 20, 1967

McMenamin, Blyth, Jones & Joseph
Attorneys at Law
516 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. J. Wallace Fitzgerald

Gentlemen:

In your letter of July 18 you inquire as to the responsibility of the principal contractor for paint damage claims on our Contract No. 6268 for construction of steel superstructure on the Astoria Bridge.

The principal contractor on this job was United States Steel Corporation, and our records indicate that the painting was subcontracted to Runnels Industries and Andrew Nesheim.

Attached are copies from our 1964 Standard Specifications consisting of Sections 7-24, 7-25, and 7-32. I believe these sections indicate responsibility of the principal contractor for any damage.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

Attachments

McMENAMIN, BLYTH, JONES & JOSEPH
ATTORNEYS AT LAW
516 OREGON BANK BUILDING
PORTLAND, OREGON 97204

TELEPHONE 226-6301

ROBERT W. McMENAMIN
PETER R. BLYTH
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
J. WALLACE FITZGERALD
DARYLL E. KLEIN
EDWARD W. GRANT

July 18, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon

Re: Astoria-Megler Contract No. 6268

Dear Mr. Query:

We represent United States Fidelity & Guaranty Company in regards to several subrogation claims involving paint damage growing out of the painting of the Astoria-Megler Bridge, your above cited contract. It is our understanding that the primary contractor in this job was United States Steel Corporation and that the painting was subcontracted to Runnels Industries and Andrew Nesheim. It is our further understanding that under the terms of the contract, the prime contractor is liable for the entire contract including damages.

I would appreciate knowing whether this conclusion grows out of the contract or an administration ruling of some type. If possible, I would appreciate your advising me on this and furnishing me with a pertinent portion of the contract in question or the administrative ruling. If there is any fee for this service, please bill us.

Very truly yours,

MCMENAMIN, BLYTH, JONES & JOSEPH

J. Wallace Fitzgerald

J. Wallace Fitzgerald

1964 std Office

JWF/m 7-24
7-25
7-32

RECEIVED
JUL 19 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 19 1967
FOR FILING F-003-1(16)

UNITED STATES GOVERNMENT

Memorandum

6268

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 12, 1967

In reply refer to: 08-35.7/410.3

TO : ~~Mr. Forrest Cooper~~, State Highway Engineer
Salem, Oregon

4 21

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-115(16)
Astoria Bridge Approach
Building Encroachment, File 34428
(Mr. L. H. Young's April 21 letter)

Our Washington office has advised us that your proposal to permit this encroachment must be handled in 1 of 2 ways, either as a use of airspace or by excluding the area from the right of way.

Use of airspace requires a formal lease agreement between the State and the lessee. Such an agreement must clearly set out those conditions of use outlined under Attachment 3 of PPM 80-5 and be supported with plans or other drawings as exhibits and it must also contain the appropriate clauses found in Appendix "C" of your assurances pertaining to the Civil Rights Act of 1965. Your letter of application should cover the five points under paragraph 22 of the attachment.

The alternate method would be to revise the right of way limits, both vertically as well as horizontally, to exclude the subject building. In such case, an agreement with adequate covenants would be necessary on subject land and improvements to protect the highway structure and allow a continued nonhighway use of the building. Further, this procedure would necessarily require an adjustment in Federal-aid participation.

Either procedure will be acceptable and we will be pleased to continue processing your request upon receipt of the required material.

7-19-67
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUL 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 5 - 1967
ENGINEERING
F-003-1(16)
6217

July 5, 1967

American Motorists Insurance Company
522 S.W. 5th Avenue
Portland, Oregon 97204

Attention: Mr. W. V. Cote
Claim Department

Re: 87AM 3198W
Insured: Clarence Anderson
Acc: 8-11-66

Gentlemen:

In response to your letter of June 29, U. S. Steel Corporation, Wilcox Building, Portland, was the principal contractor for the steel super-structure on the Columbia River Bridge.

It is our understanding that Andrew Nesheim and Runnels Industries, P. O. Box 1129, Richmond, California, subcontractors, did the painting of the bridge. However, the principal contractor is responsible for the work performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

KEMPER INSURANCE
CHICAGO

AMERICAN MOTORISTS INSURANCE COMPANY
AMERICAN MANUFACTURERS MUTUAL INSURANCE COMPANY
LUMBERMENS MUTUAL CASUALTY COMPANY
FIDELITY LIFE ASSOCIATION - A Mutual Legal Reserve Company
FEDERAL MUTUAL INSURANCE COMPANY

522 S.W. 5TH AVENUE • PORTLAND, OREGON 97204 • TELEPHONE 227-0627 (AREA 503)

June 29, 1967

Oregon State Highway Department
Salem, Oregon

Re: 87AM 3198N
Insd: CLARENCE ANDERSON
Acc: 8/11/66

Gentlemen:

Please excuse the delay in this instance, however, until we had concluded our insured's loss, we could not place you on notice of our subrogation interest.

In this instance, our insured's automobile, was parked at the parking lot of the Columbia River Packers Association, in Astoria, Oregon, during the time the Astoria bridge was being painted.

Specifically, on August 11, 1966, the insured's vehicle suffered damage from over-spray and/or improper use of painting equipment by the contractor concerned with the Astoria bridge.

The loss did not come to our attention until such time as the painting contractor's had closed down their cleaning facility in Astoria.

We have finally concluded this loss with our insured in the amount of $69.29.

As we are subrogated to the rights of our insured, we hereby place you on notice of our interests.

If, it is your opinion you are not responsible for the painting situation, would you please advise the name and address of the painting contractor involved in the bridge work.

Very truly yours,
AMERICAN MOTORISTS INSURANCE COMPANY

W.V. Cote
Claim Department

RECEIVED
JUL 3 1967
OREGON
STATE HIGHWAY COMMISSION

(D) [illegible] 1967
F-003-1(16)
L768

COMMISSIONERS
ELMER C. HUNTLEY, CHAIRMAN
THORNTON
JAMES M. BLAIR, SR.
PUYALLUP
HAROLD WALSH
EVERETT
ROBERT L. MIKALSON
CENTRALIA
GEORGE D. ZAHN
METHOW

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

cc Edwards 6-27-67
Nichols

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4600 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
909 FAIRVIEW AVE. NO.

June 27, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

This refers to your letter of May 15, 1967 in which you requested concurrence of the State of Washington in the proposed new toll schedules for the Astoria-Megler Bridge.

Portion

I regret the delay in replying to your letter, but I believe that telephone conversations between Mr. Tom Edwards of your Department and Mr. C. C. Nichols of the Washington Department of Highways have been productive in our obtaining a full understanding of your study of the tolls and your subsequent decision to establish a schedule of commute rates.

Page 8 of the agreement between the States of Oregon and Washington provides that Oregon, after consultation with Washington, shall fix the classifications and amounts of tolls to be imposed and collected for use of the bridge. We consider that this consultation has been carried out and that the State of Oregon has the authority to adjust tolls on the Astoria-Megler Bridge in accordance with the Oregon State Highway Commission's latest findings.

Very truly yours,

C. G. PRAHL, P.E.
Director of Highways

NOV 2
R. L. PORTER

CGP:eg

cc: C. C. Nichols

[illegible]

RECEIVED
JUN 22 1967
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1967

To: Memo to File

SUBJECT: Contracts 6268 and 6467

At 10:25 a.m., George Rohde telephoned saying Jim Bean of Portland would be visiting our office sometime today to look at the Raymond International Inc., Contract No. 6467, the specifications, and the bid proposal.

Mr. Bean also wanted to look at the contract, specifications, and bid proposal covering the American Bridge Division, U. S. Steel Corporation, Contract No. 6268.

Rohde said that he had just completed a telephone conversation with Dennis Lindsay, Attorney in Portland, who is representing the General Construction Company, a subcontractor under Raymond International Inc.

C.W. Head

C.W. Head, Assistant Secretary

CWH:fkn

NOTED
FLOYD QUERY

RECEIVED
JUN 22 1967
FILE
F-003-1 (1)
6268

United States Steel Corporation

120 MONTGOMERY STREET
San Francisco, California 94106

JOHN S. TENNANT
GENERAL COUNSEL
NEW YORK, N.Y.

L. L. LEWIS
GENERAL SOLICITOR
PITTSBURGH, PA.

LAW DEPARTMENT
WESTERN AREA OFFICE

D. J. McDANIEL
GENERAL ATTORNEY-WESTERN AREA

W. P. EVERTS, JR. W. A. MAIN
E. V. BOORMAN, JR. - PROVO, UTAH
G. J. BROWN - LOS ANGELES, CALIF.
F. T. GUCKENBERGER - LOS ANGELES, CALIF.
ATTORNEYS

NOTED
R. L. PORTER

June 19, 1967

Mr. R. L. Porter
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Spray Painting Damage Claim
Fred H. Merten, Claimant
Astoria-Megler Bridge
Contract No. 6268

Dear Mr. Porter:

In reply to your letter of June 12, 1967, to Mr. Holmstrom, this will advise that, although we prodded our painting subcontractor last year on this claim, we have not yet received any indication of action on it.

Yours very truly,

W. A. Main

W. A. MAIN
Attorney

cc - Mr. Walter R. Holmstrom

RECEIVED
JUN 13 1967
FOR...ING
...(1)
6268

June 12, 1967

Mr. Walter R. Holmstrom
Contracting Manager
American Bridge Division
United States Steel Corporation
Wilcox Building
Portland, Oregon 97204

Dear Mr. Holmstrom:

Re: Spray Painting Damage Claim
Fred H. Merten, Claimant
Astoria-Megler Bridge
Contract No. 6268

We continue to receive letters from Fred H. Merten of Eugene relative to alleged paint damage to a vehicle on August 21, 1966.

We have no way of determining the validity of the claim but we would appreciate being advised if your subcontractor has taken any action on it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
I. D. Merchant
G. E. Rohde
Alan Johansen

RECEIVED
MAY 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

Is there anything we should do on this?
[illegible]

Fred H. Merten
1055 River Loop 2
Eugene, Oregon 97402
May 19, 1967

Reynolds Industries
P. O. Box 1129
Richmond California

RECEIVED
MAY 22 1967
OFFICE OF WAY

Gentlemen;

On the 26th of August 1966 we sent you a claim and estimate of $85.00 for paint damage to our car while crossing the Astoria Bay Bridge. This claim was forwarded to you at the suggestion of Mr. Holstrom, of the American Bridge's Portland office. We again wrote you on October 3rd advising you that we had not received acknowledgement of our claim or receipt of our letters, and to this date we have not received an acknowledgement from you.

We have since corresponded with Mr. Holstrom and Mr. W. A. Main attorney of the San Francisco office andat their suggestion are again writing you, (our third letter), requesting an acknowledgement and advise as to when we may expect settlement of this claim.

My only reflection at this time — If you handle your painting business as you have handled your claim responsibilities, it is certainly easy to see why you are in your present situation.

Bery truly yours,

Fred H. Merten

CC Andrew Nesheim Linwood, Washington
CC Mr. W. A. Main United States Steel Corp.
CC Mr. R. L. Porter Deputy State Highway Engineer

(Mr Porter your letter of September 26, 1966 to me, copy to Governor Hatfield suggested that if I had any further difficulty to let you know. Mr. Holstrom and the others at American Bridge have been very helpful, however as you can see the claim stops at this point. The copy of this letter is for your information and records.

RECEIVED
MAY 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1967
FOR FILING

June 9, 1967

Mr. A. C. Simonsen
1740 S. Columbia Street
Seaside, Oregon 97138

Dear Mr. Simonsen:

I have your letter of June 7 concerning tolls on the Astoria Bridge.

This structure was built at the direction of the Legislature, with the understanding that tolls in sufficient amount to repay the cost of the bridge would be imposed. The Legislature of the State of Washington was also involved in this decision.

There is no question that volume of traffic is affected by tolls; however, the Department has employed the services of a special consultant to investigate this matter and as a result of this investigation we find that the toll base with which we now operate is one which retains the best possible balance between the two goals of free and uninterrupted traffic flow and the return to the motorists of Oregon the cost of the bridge.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

TE:ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral 5515)

3515

JUN 8 67

REFERRED TO
admin
BY SECRETARY

1740 S. Columbia St.,
Seaside, Oregon 97138
June 7, 1967

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGR.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Do you know why there is not much traffic on the Astoria Bridge? You are pricing the traffic right off the bridge, the same as was done on the Longview Bridge.

Just as an experiment, why don't you try changing the toll to, say, 50¢ for a week or a month and see how much more money you would make? Greed doesn't pay on a toll bridge.

Yours truly,

L C Simonsen

NOTED
TOM EDWARDS

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 - 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. HOLLIS, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 6, 1967

Yellow File Copy

American Bridge Division
United States Steel Corporation
Wilcox Building
Portland, Oregon 97204

Re: Contract No. 6268
Columbia River Bridge
Astoria, Oregon

Attention: Mr. Walter R. Holmstrom
Contracting Manager

Gentlemen:

Receipt is acknowledged of your claim sent us in your letter dated May 1, 1967, in connection with the above mentioned contract.

As you probably know there is presently pending in the Circuit Court for the State of Oregon in Marion County our complaint for declaratory judgment against the defendants DeLong Corporation and Travelers Indemnity Company, who were also contractors on the Columbia River Bridge under Contract No. 6124. In our declaratory judgment suit we have alleged that your company has asserted substantial damages were incurred by reason of delays by defendant DeLong in the completion of the concrete piers for the steel spans. We have also contended in that suit that DeLong is liable to your company for such delays incurred by you and resulting from DeLong's failure to complete its contract in accordance with its terms, and particularly by reason of the provisions of 1.5.6. of the Standard Specifications for Bridge Construction which provided as follows:

"1.5.6.-- Cooperation by Contractor

"The contractor shall conduct his operations so as to interfere as little as possible with those of other contractors, subcontractors, or the public on or near the work.

> "Where one contractor's operations are within the limits or adjoin the operations of another contractor, each shall be responsible to the other for any damage, injury, loss, or expense which may be suffered on account of interference of operations, neglect or failure to finish work at the proper time, or any other cause. The engineer shall designate a schedule of operations which shall, in the aggregate, cause the minimum inconvenience to all parties concerned. Such scheduling of operations shall not be made the basis of a claim for damage by either contractor."

We are therefore of the opinion that any and all liability as asserted by your above mentioned claim rests upon DeLong and Travelers. We have on this date forwarded a copy of your claim to DeLong with a copy to Travelers and a copy of our letter to them is enclosed.

Without prejudice to our right to deny your claim or contest it in any respect on account of other reasons, we must, because of the provisions of paragraph 1.5.6. above referred to, deny your claim for the present time. We believe such claim should be asserted against DeLong and Travelers and we would have no objection to a petition by your company to intervene in our declaratory judgment suit in which all of the merits of your claim could be considered and determined.

If you have further questions concerning this matter we would be pleased to have your advice.

Very truly yours,

Floyd Query

FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

JRP:ab;hg
Enclosure
cc - Mr. Fredric A. Yerke, Jr.
King, Miller, Anderson, Nash & Yerke
1200 American Bank Building
Portland, Oregon 97205

Mr. Cooper

June 6, 1957

DeLong Corporation
5306 N. E. Irving Street
Portland, Oregon

Re: State of Oregon vs.
DeLong Corporation, et al.
Case No. 59-323
Our file L-4904

Attention: Col. DeLong

Gentlemen:

We are in receipt of a claim from the American Bridge Division of the United States Steel Corporation dated May 1, 1957. They were contractors under our Contract No. 6213 for construction of the steel superstructure of the Columbia River Bridge at Astoria, Oregon, and for which your company had Contract No. 6124 for construction of concrete piers for the steel spans on said bridge.

The following provision was made a part of both contracts between the State and your company and United States Steel Corporation:

"1.5.6.-- Cooperation by Contractor

"The contractor shall conduct his operations so as to interfere as little as possible with those of other contractors, subcontractors, or the public on or near the work.

"Where one contractor's operations are within the limits or adjoin the operations of another contractor, each shall be responsible to the other for any damage, injury, loss, or expense which may be suffered on account of interference of operations, neglect or failure to finish work at the proper time, or any other cause. The engineer shall designate a schedule of operations which shall, in the aggregate, cause the minimum inconvenience to all parties concerned. Such scheduling of operations

shall not be made the basis of a claim for damage by either contractor."

At numerous times subsequent to the award of your contract on June 29, 1962, your attention was called to the necessity that your contract be completed on the dates specified for the various units in order that other contracts on the project be completed and the overall structure finished and opened to travel at the earliest possible time.

It is our belief that due to your failure to complete your contract in accordance with its terms and the consequent delays, your company is responsible to the United States Steel Corporation for any and all claims now asserted against us by reason of their inability to complete the steel superstructure as provided for in their contract.

Without prejudice to our right to assert any and other claims for damages, liquidated or not, by reason of the above mentioned paragraph 1.5.6. or any other provisions of your Contract No. 6124, we hereby refer to you for disposition the claim of United States Steel Corporation. In the event action is brought on this claim by United States Steel Corporation we intend to tender you the defense of the same and take any other legal action necessary to protect the interest of the State.

Very truly yours,

G. E. [illegible]
Chief Counsel

JRP:ab;hg
Enclosure

cc - Travelers Indemnity Company
500 Union Street
Seattle, Washington 98101
Attention: Mr. Wallace A. DeLong
Supervisory Adjustor

Mr. George W. Mead
Attorneys at Law
1211 Public Service Building
Portland, Oregon 97204

Mr. Lamar Tooze
Tooze, Roberts, Love, Tooze & Peterson
Attorneys at Law
[illegible] Standard Plaza Building
Portland, Oregon 97204

bc: Floyd Query
Forrest Cooper
R. L. Porter
Bridge Department
Tom Edwards
(American Bridge Division
(United States Steel Corp.
(Wilcox Building
(Portland, Oregon 97204
Geo. Rhoten

FORM E-120X DOH 7-65

RECEIVED
JUN 5 1967
FOR FILING

F-003-1 (11a)

6267

COMMISSIONERS
GLENN L. JACKMAN, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1967

Hayes P. Lavis
Anderson, Fulton & Lavis
Attorneys at Law
Spexarth Building
Astoria, Oregon 97103

Re: Spray Painting Damage Claims
Astoria-Megler Bridge
Contract No. 6268

Dear Mr. Lavis:

This will acknowledge receipt of your letter dated May 29, 1967, in which you advise of some fifty plus subrogation claims for paint spray damage resulting from painting on the Astoria Bridge.

United States Steel Corporation, 307 S. W. Sixth Avenue, Wilcox Building, Portland, Oregon, was the general contractor with the State of Oregon under Contract No. 6268 for furnishing, erecting and painting the structural steel required for the structure.

Contract specifications make the general contractor responsible for damage such as you list in your letter. It is known that the general contractor subcontracted the paint work to Andrew Nesheim and Runnels Industries (a joint venture), P. O. Box 1129, Richmond, California. If that is the address at which you have been unable to contact anyone, the address of Mr. Andrew Nesheim, one member of the joint venture with the painting subcontract, may be reached at P. O. Box 334, Lynnwood, Washington.

With respect to similar claims of others, we understand that the general contractor, U. S. Steel Corporation, has taken the position that under the terms of the subcontract, the painting subcontractors are responsible for such claims.

We do not share your opinion that ultimate final responsibility for such claims would rest with the State of Oregon. We are, by copy of this letter, advising the general contractor of your claims.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: Tom Edwards
Ivan Merchant
U. S. Steel Corporation

NOTED
TOM EDWARDS

ANDERSON, FULTON & LAVIS
ATTORNEYS AT LAW
SPEXARTH BUILDING
ASTORIA, OREGON 97103

ROBERT C. ANDERSON
GEORGE C. FULTON
HAYES P. LAVIS

TELEPHONE
325-5911

May 29, 1967

Mr. C. W. Pholes
Chief Counsel
Highway Department
Salem, Oregon

Dear Mr. Pholes:

Please be advised that our office has some fifty plus subrogation claims for spray paint damage resulting in the painting on the Astoria Bridge.

I would like any information you might have as to the painting contractor and responsible parties. My investigation so far leads me to believe that a contractor with a post office box in California was involved in this, but he is now not at this address.

I am of the opinion that ultimately the final responsibility, in the event that we cannot collect, would rest with the State of Oregon. I would appreciate any information you would have.

Very truly yours,

ANDERSON, FULTON & LAVIS

Hayes Patrick Lavis

HPL/sw

RECEIVED
MAY 16 1967
FORM E-30X—50M—7-64 SP*6230-734
FOR FILING
F-003.1 (10)
6268

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1967

SUBJECT: Astoria Bridge Commuter Coupon Books

To:
Mr. R. M. Smith
District Maintenance Superintendent

ASTORIA

The commuter coupon book recently approved by the State Highway Commission will no doubt be in considerable demand and will require some changes from the procedures which were set up for scrip books. The control and supply of the coupon books will be maintained by the Accounting Division as were the scrip books.

Since most of the truck users order in substantial quantity and have been sending their order direct to Salem, it is anticipated that they will continue doing so. However, a sufficient supply will be furnished your office for local sale.

It is expected that the demand for passenger car coupon books will be mostly from local people. We will furnish your office a substantial supply of these.

Since it appears likely that you will be selling coupon books every day, we have developed a daily sales report form similar to the old ferry ticket sales report form. Instead of sending the receipts from coupon book sales direct to the Accounting Division as was done with scrip sales, they will be deposited daily on a separate deposit slip. The receipted copy of the bank deposit slip will be attached to the daily report of coupon book sales and sent to the Accounting Division.

We expect to receive the coupon books from the State Printer about May 17, and a supply for your office will be delivered shortly thereafter.

C. H. Maison
Controller

CHM:bg

cc: Tom Edwards
E. S. Hunter
R. D. Asburry
John Herr

NOTED
TOM EDWARDS

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1967
FOR FILING

Fred W. Hill, Member
Helix

May 15, 1967

Mr. C. G. Prahl, P. E.
Director of Highways
Washington Department of Highways
Highways-Licenses Building
Olympia, Washington 98501

Dear Chuck:

Pursuant to your letter of April 28, Mr. Tom Edwards and Mr. Charles Nichols have been in contact concerning the toll proposals at Astoria. Their discussion was telephonic but was quite lengthy. The principal facts developed are:

1. The State of Oregon must handle its toll bridge accounting as a part of its regular Accounting Division, rather than as a separate toll authority.

2. The procedures necessary to effect the same type of operation as used in Washington would be so costly as to eliminate any beneficial monetary return to the Department through the use of "pure commute" tickets with a reasonably short expiration time thereon. It may be advisable or expeditious to re-examine the practices providing traffic develops beyond forecasts but certainly not for another year.

3. The anticipated reduction in revenues through the procedure selected is less than $40,000 per year. The State of Washington will not be affected until some time beyond the year 1973 inasmuch as the 40 percent Washington share of the subsidy will not reduce below the $200,000 maximum at the time.

We would, therefore, request reconsideration and concurrence of the State of Washington of the schedules as proposed.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe (Referral 5326)
E. S. Hunter
C. H. Maison
R. D. Asburry

TE:ja jw

COMMISSIONERS
ELMER C. HUNTLEY, CHAIRMAN
THORNTON
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EVERETT
ROBERT L. MIKALSON
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METHOW

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
509 FAIRVIEW AVE. NO.

REFERRED TO Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

5326

MAY 1 67

April 28, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Forrest:

During my visit with you on April 19, 1967, you handed me a copy of a study and report by Wilbur Smith and Associates relating to the tolls on the Astoria-Megler Bridge. You also handed me a copy of a memorandum to you from Mr. Tom Edwards making recommendations different from those recommended by Wilbur Smith and Associates. You requested me to provide you with informal comments during this week.

5-8-67

I have had our Assistant Director for Toll Facilities, Mr. Charles Nichols, study over the material which you handed me, and the pertinent remarks of his report are quoted as follows:

"This State's experience with special rates for commuters and volume truck usages on our toll bridges has been on the basis of controlled toll media, i.e., by the use of pre-sold single passage tickets contained in commute books and valid for a specified period of time or on a volume discount for trucks based on the number of crossings per month. For example, on the Hood Canal Bridge, which has a basic toll amount similar to that of the Astoria Bridge, we sell a commute book of ten tickets good for ten days for an auto and driver at a 30% discount and allow 20% discount for trucks making 48 to 95 trips per month or 30% for 96 or more trips per month. Most volume truck users are on a charge account system and the discount is computed by our accounting staff.

"The recommendation of this office would be to treat frequent users as true commuters and establish a special toll charge for this class under controlled conditions which would mean a specified number of trips valid for a specific period of time which would represent nearly daily use of the bridge. Truck discounts could be similarly adjusted on a volume-of-trip basis. With an approach of this nature the present toll level could remain for the infrequent user.

"Utilizing this type of control, it would be unlikely that the predicted loss of revenue of Oregon's proposal would transpire.

REFERRED TO EDWARDS

MAINTENANCE ENGINEER
RECEIVED
MAY 8 1967
AME AME DE AG
BS ABS AA FILE TA

Inasmuch as the above views are not in line with Mr. Edwards' recommendations, I suggest that Mr. Edwards and Mr. Nichols arrange to meet and discuss this matter at an early date. Since our State Highway Commission holds its regular May meeting on May 22nd, I suggest this meeting be set up prior to that time with the hope that our Highway Commission may be in a position to act upon recommended changes in the toll schedule for the Astoria-Megler Bridge which will be in consonance with those which will be acceptable to the Oregon State Highway Commission.

Sincerely,

C. G. PRAHL, P.E.
Director of Highways

CGP:eg

cc: C. C. Nichols

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Form A-341 (4-67)

ASTORIA BRIDGE

DAILY TOLL SALES REPOR

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

Key No.	TOLL COLLECTOR		$1.50 Auto	$2.00 Auto - Trailer 1-Axle	$2.00 Auto - Trailer 2-Axle	$3.00 Truck and Bus - 2-Axle	$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	C
	1st Shift	N									
		S									
		T									
	2nd Shift	N									
		S									
		T									
	3rd Shift	N									
		S									
		T									
	Extra Shift	N									
		S									
		T									
NO. OF VEHICLES BY CLASSIFICATION											
NO. OF AXLES BY CLASSIFICATION			2	3	4	2	3	4	5	6	7
RECEIPTS BY CLASSIFICATION											

SECTION 2—CASH RECONCILIATION

	Computed Receipts Per Shift	Less Coupons	Net Computed Cash Receipts	Cash Collected	Cash Over	Cash Short
FIRST SHIFT						
SECOND SHIFT						
THIRD SHIFT						
EXTRA SHIFT						
DAILY TOTALS						

SECTION 3—TR

Treadle Count		
Forward	Less Reverse	A

Explanation of cash over or short and other remarks: _____

NOTED
TOM EDWARDS

Note: Enter number of axles from "Police, Emergency or Military Vehicle Signature Receipt Log," Form A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE _____

SECTION 1—VEHICLE COUNT BY CLASSIFICATION

$3.00 Truck and Bus - 3-Axle	$4.00 Truck Combo - 4-Axle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle		NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
										Total Vehicles
3	4	5	6	7	8	2			See note	Computed Axles
									Total Computed Receipts	$

SECTION 3—TRAFFIC SUMMARY

Cash Over	Cash Short	Treadle Count Forward	Treadle Count Less Reverse	Treadle Count Net Axles	Computed Axle Count	Axles Over	Axles Short

CASH DEPOSITED

$ _____

NOTED
J. EDWARDS

Signature

A-342.

ASTORIA BRIDGE

DAILY TOLL SALES REPORT

DATE 6.26.

COUNT BY CLASSIFICATION

.00 ck bo - xle	$4.00 Truck Combo - 5-Axle	$4.00 Truck Combo - 6-Axle	$4.00 Truck Combo - 7-Axle	$4.00 Truck Combo - 8-Axle	$1.00 Motorcycle or Bicycle		NON-REVENUE No. of Vehicles	NON-REVENUE No. of Axles	TOTAL VEHICLES PER SHIFT
									Total Vehicles
	5	6	7	8	2			See note	Computed Axles
							Total Computed Receipts	$	

SECTION 3—TRAFFIC SUMMARY

rt	Treadle Count Forward	Less Reverse	Net Axles	Computed Axle Count	Axles Over	Axles Short

CASH DEPOSITED

$

NOTED
T.M. EDWARDS

Signature

RECEIVED
MAY 12

There are no round trip or commuter rates.
Rates include all passengers.
Truck rates include loads.
Pedestrians not allowed on bridge.
Fifty dollar scrip books are available from Highway Accounting Division, State Highway Building, Salem, Oregon.

Special hauling permits available at Astoria Dist. Maintenance Office.
Maximum vertical clearance—16'4".
Tolls are subject to change without notice.
Toll bridge replaces Astoria-Megler Ferries which were discontinued July 29, 1966.

TOLL RATES FOR ONE-WAY FARES

LIGHT VEHICLE, CAR	$1.50
With 1 axle trailer	2.00
With 2 axle trailer	2.25
TRUCK or BUS, 2 axle	3.00
With 3 axle	3.75
TRUCK COMBINATION, 4 axle	4.50
With 5 axle	5.25
With 6 axle	6.00
With 7 axle	6.75
With 8 axle	7.50
Each additional axle	.75
MOTORCYCLE or BICYCLE	1.00

Bridge operated by Oregon State Highway Commission, Salem, Oregon 97310

District Maintenance Office:
350 West Marine Drive,
P. O. Box 686
Astoria, Oregon
Telephone: 325-7221

RECEIVED
MAY 11 1967

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1967

To:

SUBJECT: Astoria Bridge
Toll Takers

Mr. Tom Edwards
Assistant State Highway Engineer

Building

I have reviewed the personnel utilized at the Astoria Toll Bridge.

Originally, six toll takers were assigned to the bridge. Wells resigned and was replaced by McDonald; Wright retired and was replaced Tidwell. Therefore, we have maintained the six men assigned as toll takers.

Arithmetic would indicate that we could manage with a "rock-bottom" minimum of five toll takers. This was figured as follows:

365 days x 3 shifts = 1,095 shifts

52 weeks x 5 days a week = 260 shifts per man minus 20 shifts for vacation, 12 shifts for sick leave, and 9 holidays = 219 working shifts per man

1,095 shifts ÷ 219 = 5 men

However, experience has indicated the need for the sixth man to fill in during replacement for extra sick leave above the one day per month and to provide additional assistance during peak hours on holidays and weekends.

E. S. Hunter
Maintenance Engineer

By Robert N. Bothman
Robert N. Bothman
Assistant Maintenance Engineer

NOTED

RNB:je
cc R. D. Asburry

Form 5[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

FOR FILING

Astoria Bridge Traffic

July-25 To April

SP-F34	Cars	Cars & 1A Tr	2A Tr	Tr Trucks					Bikes Motorcycles		Total Vehicles
Mon	1	3	4	2-A	3-A	4-A	5-A	6-A	2		
July	9979	515	49	68	9	4	2		51		10,677
Aug	72,127	5575	642	362	132	37	154	1	228		79,208
Sept	46276	3240	413	750	199	90	170		113		50,251
Oct	26,040	368	121	720	357	69	291		83		28,049
Nov	18,409	146	54	548	532	60	515		26		20,290
Dec.	16,868	73	19	554	118	55	192	1	17		17897
Jan	15,633	68	21	495	245	68	290		11		16,831
Feb	17,332	125	46	479	302	56	477		16		18,733
Mar	21,940	269	71	580	284	65	650		26		23,885
	244,604	9379	1,436	5056	2178	554	2741	2	571		265,521
April	22,856	451	120	565	201	66	445	3	49		24,755
	267,460	9830	1556	5621	2379	620	3186	5	620		291,287
May											
June											
July											

[illegible] EDWARDS

[illegible] EDWARDS

Form E-4 [illegible]

MAY 1 - 1967

F. 003-1 (16)

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

4-4504-152-01

ASTORIA BRIDGE

TRAFFIC & REVENUE

Month.	Days	Paid Vehicles.	ADT.	Cash.	Scrip	Total Tolls.	Operating Cost.	
July 196[illegible]	3	10,677	3559	16,318.99	50.00	16,368.99		
	3							
August.	30*	79,808	2660	124,861.33	1362.25	126,223.53	1527.69	
	33	90 475		141,680.27	1,412.25	143,092.52		
Sept	30	50,251	1675	78,202.55	1282.00	79,484.55	131,820.43	
	63	140,726		219,882.82	2694.25	222,577.07		
Oct	31	28,049	905	43,034.25	2,430.00	45,501.25	11,472.08	
	94	168,775		262,907.07	5174.25	268,081.32		
Nov.	30	20,290	676	32,751.00	1830.75	34,581.75	4,333.45	
	124	189,065		295,658.07	7005.00	302,663.07		
Dec.	31	17,897	577	27,659.00	1,204.25	28,863.25	3,891.05	
	155	206,962	1,335	323,317.07	8,209.25	331,526.32	153 044.70	
Jan	31	16,731	543	26,446.25	1,474.50	27920.75	3,643.50	
	186	223,793		349,763.32	9683.75	359,447.07		
Feb.	27	18,833	673	28,423.25	3,304.25	31,727.50	3,790.52	
	213	242,626		378,191.57	12,988.00	391,179.57		
Mar	31	23,885	771	35,861.50	4,320.00	40,181.50	3,178.72	
	245	266,511	1033	414,053.07	17,308.00	431,361.07	163,657.44	
April	30	24,756	825	37,629.80	3,059.00	40,683.80	3,578.44	
	275	291,267	1064	451,682.87	20,367.00	472,049.87	167,235.88	
May	31							
	306							
June	[illegible]							
	336							
July	31							
	367							

[illegible] ED VALUES

FORM 5-12

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Copy sent to all scrip holders

Gentlemen:

The State Highway Commission has approved changes in tolls on the Astoria Bridge which will affect users who have been purchasing scrip books.

Effective June 1, 1967, rates will be $3.00 for all single unit trucks and $4.00 for combination unit trucks. (Passenger car rates will remain at $1.50.)

On the same date, commuter rates at 10 percent discount will be available through purchase of books of one-way toll coupons as follows:

	No. of Coupons	Total Face Value	Discount Price
Passenger Cars	10	$15.00	$13.50
Single Unit Trucks	10	$30.00	$27.00
Single Unit Trucks	20	$60.00	$54.00
Combination Unit Trucks	10	$40.00	$36.00
Combination Unit Trucks	20	$80.00	$72.00

Since you have been regularly purchasing scrip, we assume that you will probably use the new commuter coupon books, which will be available after May 17th. Orders should be sent to the Oregon State Highway Department, Accounting Division, Salem, Oregon 97310, with your payment enclosed. The order should reach us not later than May 26th to insure that you will receive the books prior to June 1.

MAILED
TOM EDWARDS

Unused scrip may be returned either for cash refund or to apply on the purchase of coupon books. It will also be acceptable at face value for any toll.

The new coupon books will also be available at the Astoria office. However, for the purpose of record simplification, we are requesting that all unused scrip be returned to our Salem office for cash refund or to apply on the purchase of coupon books.

Very truly yours,

C. H. Maison

C. H. Maison
Controller

CHM:bg

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1967
FORESTRY

Wilbur Smith and Associates

CONSULTING ENGINEERS

Cable: WILSMITH

155 WHITNEY AVENUE
New Haven, Conn. 06510

May 2, 1967

5-5-67
4-L

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. C. W. Head,
Assistant Secretary

original sent to
C. H. Nelson -
5-8-67

Gentleman:

We are enclosing herewith our invoice for professional services relative to traffic and revenue studies of the Astoria Bridge. We hope you will find the invoice, in the amount of $17,000, in order and can place it in line for payment.

We have enjoyed very much working with you on this very interesting project and hope that we will have the opportunity to continue this association in this or other areas of work.

Very truly yours,

Norman H. Wuestefeld

NHW/ame

cc: Forrest Cooper

RECEIVED
MAY 8 - 1967
OREGON
STATE HIGHWAY COMMISSION

107710 Wilbur Smith and Associates, Inc. 738

4500 Jackson Blvd.
Columbia, South Carolina 29206

April 27, 1967

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. C. W. Head
Assistant Secretary

For professional services relative to a study of the Astoria Toll Bridge according to our letter dated September 20, 1966.

Fee upon Submission and Acceptance of Reports . . . $17,000.00

Norman H. Wuestefeld

RECEIVED
MAY 2 - 1967

F-one, (1)
6268

May 2, 1967

American Bridge Division
United States Steel Corporation
Wilcox Building
Portland, Oregon 97204

Attention: Mr. Walter R. Holmstrom
Contracting Manager

Gentlemen:

This is to acknowledge receipt of your letter of May 1 with Volume 1 of your Columbia River Bridge Project Claim for Delay Damages.

This claim was on our Contract No. 6268 awarded to your company for steel superstructure on the Columbia River Bridge at Astoria.

The letter and the claim are being forwarded to the office of the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Fqsfkn

cc Forrest Cooper (Vol. 1 attached)
R.L. Porter
Tom Edwards

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

F. Gordon Shaw
DISTRICT CONTRACTING MANAGER

Walter R. Holmstrom
CONTRACTING MANAGER

May 1, 1967

Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Subject: Steel Superstructure - Columbia River Bridge
Astoria, Oregon - Pt. Ellice, Washington
Bridge No. 7949, Contract No. 6268

Gentlemen:

As you know, Article 1.5.6 of the subject contract specified completion dates for the construction of the piers by DeLong Corporation. For various reasons the dates scheduled were not met, with the result that on April 7, 1964, you canceled the contract between you and DeLong Corporation, the pier contractor. This meant, of course, that we were left in the position of being unable to complete stages 1 and 2 of Contract No. 6268 by the dates specified for completion by us and that the delay in completion would obviously increase the cost of the work to be performed under the contract.

As a result, we initiated discussions with you concerning the effect of the delay wherein it was agreed that we would be reimbursed by you for any increase in cost resulting from the delay. (See letter of W. J. Grosz to Ivan D. Merchant of July 6, 1964.) Such costs were to have been reasonably incurred and were to be adequately documented. (See same letter and also the letter of L. I. Lindas to Walter J. Grosz of July 31, 1964.)

We have now completed our computation of the additional costs incurred by reason of the delay and other items which we believe to be properly compensable and believe them to be properly documented and substantiated. We are enclosing a copy of "Columbia River Bridge Project Claim for Delay Damages" for your review which sets forth the information to which reference has just been made. We ask that the enclosure be promptly reviewed and that payment be made within a reasonable time thereafter.

We understand that no meeting is presently scheduled for the month of May but that a meeting is schedule for June 6. Accordingly, we respectfully request that this matter be reviewed prior to the June 6 meeting and acted upon at that meeting and that we be advised within one week following the June 6 meeting as to your position.

Very truly yours,

AMERICAN BRIDGE DIVISION
UNITED STATES STEEL CORPORATION

Walter R. Holmstrom

Walter R. Holmstrom
Contracting Manager

WRH:ln
Enc.
cc: Messrs. W. B. Hunter
W. A. Main
F. A. Yerke

RECEIVED
MAY 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 - 1967
FOR FILING

Fred W. Hill, Member
Helix

May 2, 1967

Mr. Norman H. Wuestefeld
Wilbur Smith and Associates
495 Orange Street
New Haven, Connecticut 06504

Dear Mr. Wuestefeld:

On April 25 the Oregon State Highway Commission considered and accepted your report "Traffic and Revenues, Astoria Bridge, Oregon". If you will submit your billing for this undertaking, we will be glad to place it in line for payment.

In August 1966, the following brochures were handed to Mr. Henry K. Evans:

Coverdale & Colpitts - Report on Traffic, Revenues and Expenses for the Proposed Columbia River Bridge at Astoria, Oregon and Point Ellice, Washington, dated November 28, 1958;

Tudor Engineering and Coverdale & Colpitts Report dated March 1955 - Report on a Proposed Highway Bridge Across the Columbia River at Astoria, Oregon

If these reports have served their purpose, we would like to have them returned at your convenience for our files.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
Floyd Query
C. H. Maison

RLP:ms jw

Wilbur Smith and Associates

Cable: Wilsmith

CONSULTING ENGINEERS

495 ORANGE STREET

New Haven, Conn. 06504

March 30, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We are enclosing herewith five (5) advance copies of our report "Traffic and Revenues, Astoria Bridge, Oregon". An additional forty-five (45) copies of the report are being shipped this date via parcel post mail.

After you have had an opportunity to review the report, we would be pleased to answer any questions you might have or to discuss certain areas in more depth. If you feel a meeting in Salem would be helpful, we can certainly arrange this at your convenience.

I have enjoyed very much working with you and your staff on this very interesting study and hope that we will have the opportunity to continue this association in the future.

Best regards.

Very truly yours,

Norman H. Wuestefeld

NHW/ame

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Salem, Oregon
April 28, 1967

Mr. C. H. Maison

Accounting Division

B U I L D I N G

Under Agenda Item 4s, the Commission approved on April 25 payment of $17,000 to Wilbur Smith and Associates, Inc., for their report on the Astoria Bridge tolls.

We have no invoice for this billing; but, as per our conversation of yesterday, we have attached two copies of the agreement covering this study.

Floyd Query, Secretary

FQ:wln

Attachments

EVALUATION

OF

TRAFFIC PROJECTIONS

AND

TOLL SCHEDULES

ASTORIA BRIDGE

April, 1967

TABLE OF CONTENTS

	Page
Traffic Studies	1
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Future Traffic Growth	3
Income	4

The complete evaluation of the report of Wilbur Smith and Associates and of the existing and proposed toll rates indicate that schedules should not be raised. The following data support this recommendation.

TRAFFIC STUDIES

Five traffic projections concerning future expected ADT have been made for this crossing. They are:

	Projected Year	ADT	Yearly Traffic (Vehicles)
1964 Coverdale & Colpitts	1960	950	343,200
1966 OSHD	1960	890	325,500
1958 Coverdale & Colpitts	1964	590	214,000
1967 OSHD	1967	1,275	465,000
1967 Wilbur Smith & Assoc.	1967	1,220	445,000

There has been great doubt concerning future traffic.

How the count will be affected by economic development

Salem, Oregon
April 13, 1967

Report and Recommendations
Astoria Bridge Tolls

Mr. Forrest Cooper

(1) The report of the consultant, Wilbur Smith and Associates, submitted as a result of their being retained to make recommendations concerning the proposed toll schedules for the Astoria Bridge, has been studied. We do not agree with the report in its entirety and offer the following data and recommendations in regard thereto:

TRAFFIC STUDIES

Six traffic projections concerning future expected ADT have been made for this crossing. They are:

	Projected Year	ADT	Yearly Traffic (Vehicles)
1954 Coverdale & Colpitts	1960	950	343,200
1955 OSHD	1960	890	325,500
1958 Coverdale & Colpitts	1964	590	214,000
1965 OSHD	1966	700	255,000
1967 OSHD	1967	1,275	465,000
1967 Wilbur Smith & Assoc.	1967	1,220	445,000

There has been great doubt concerning future traffic. How the count will be affected by economic development

is an educated guess at best. We now believe two major factors to be the development of the Crown-Zellerbach plant at Wauna, and the snowballing of the salmon sport fishery at the mouth of the Columbia.

EXPERIENCE TO DATE

Analysis of the daily traffic and comparison of volume percentages with past data tends to discount belief that high volumes during August and September, 1966 were due to "sightseeing". Obviously, it would seem that every person in the Clatsop County area in Oregon and in the Pacific-Wakiakum Counties area in Washington would make one trip for sightseeing only. Traffic counts and origin-destination studies, together with comparison of volumes of traffic on the ferries during the last year of their operation, would indicate that sightseeing is not confined to the Astoria-Long Beach area.

TRAFFIC PROJECTIONS

Establishing trends for yearly ADT dictates examination of fixed permanent stations monitoring traffic in the area. These exist at Gearhart south of the bridge, at a point west of Rainier, and at the river crossing.

Figure 1 indicates monthly increments as follows:

1. A factor determined by averaging the Gearhart and West Rainier counters.

AVERAGE MONTHLY ADT FACTORS

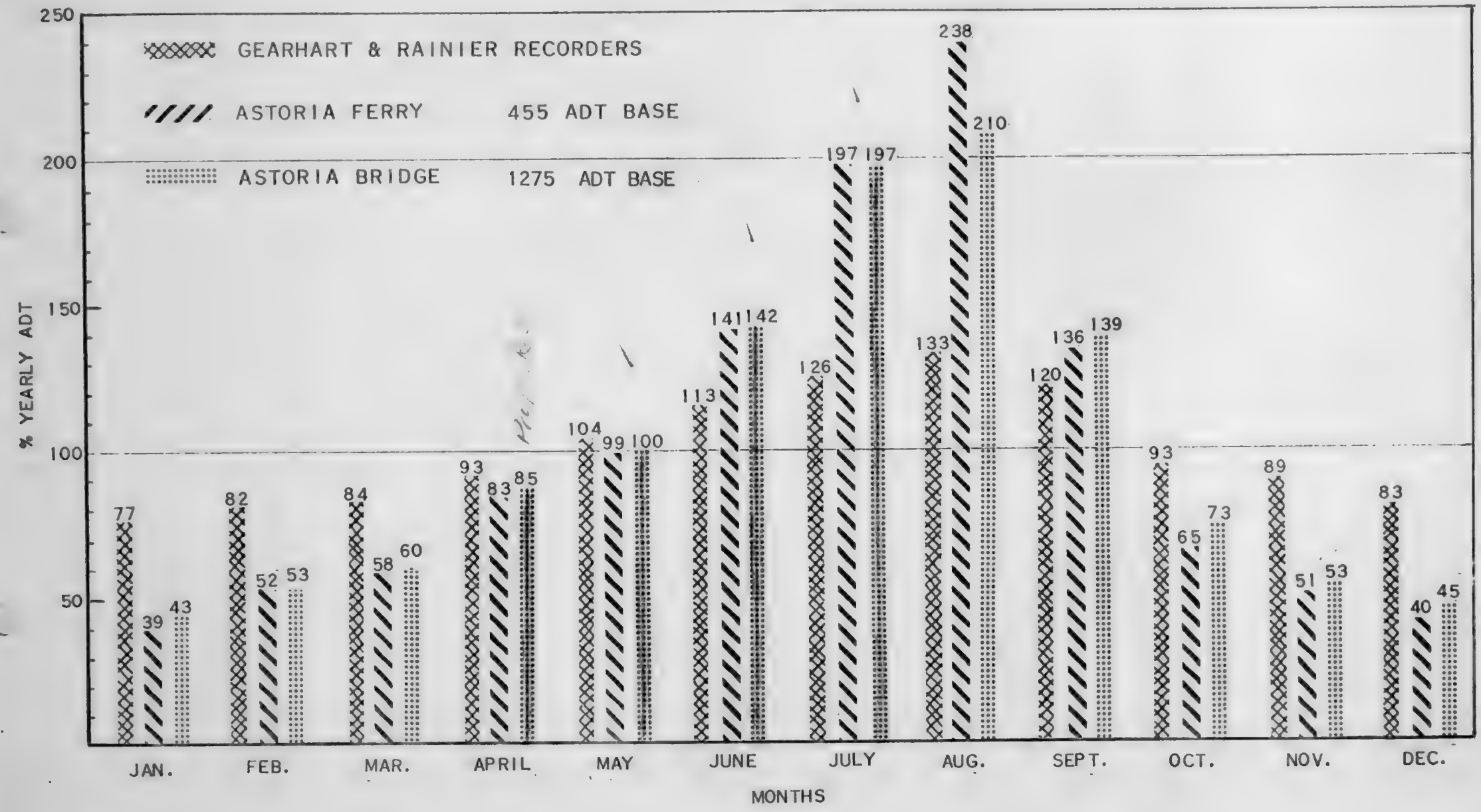

Figure 1.

NOTES:

GEARHART-RAINIER RECORDS: MARCH 1966-FEBRUARY 1967

ASTORIA FERRY: JULY 1965-JUNE 1966

ASTORIA BRIDGE: AUGUST 1966-MARCH, 1967, PLUS ESTIMATES FOR APRIL-JULY, 1967

4/67

2. A monthly factor of river crossings during the last year of ferry operation.

3. A monthly factor for the first eight months of toll bridge operation.

Projections have been made as indicated on Figure 1 for the remaining four months (April, May, June and July) of the first year's bridge operation.

The trend of traffic on the bridge for the first eight months very closely follows the factors on the ferry. It is then reasonable to project the trends for the remaining four months following more closely to the ferry trends.

Equating the factors for monthly ADT against the eight months' experience to date, the bridge indicates a reasonable expectancy of 1,275 ADT for 1967. This is only 55 above the Wilbur Smith projection, which was based on six months' experience on the bridge.

FUTURE TRAFFIC GROWTH

Previous projections for traffic growth have been estimated as follows:

1.	Coverdale and Colpitts	1955	4%
2.	Coverdale and Colpitts	1958	2%
3.	OSHD	1965	3%
4.	Wilbur Smith and Associates	1967	4%

The permanent recorders at Gearhart and West Rainier show an average increase of 6.3 percent per year over the past ten years (Figure 2). The Wilbur Smith report anticipates an increase which will exceed 3.5 percent average (see page 37, paragraph 2). Their tabulation does not compound this growth (page 41) but uses instead a straight line increase. We do not believe past traffic statistics support this method.

We believe data at hand sufficient to justify a 4 percent compounded increase at least for the next ten years.

INCOME

The present toll fees were established on the basis of the best economic factors available at the time. See Figure 3 (chart of traffic and income - Table 5, report of March 11, 1966).

Traffic has exceeded estimates. There has been pressure for commuter rates for local usage.

We do not agree with the consultant's analysis of commuter traffic. On page 35, their report states "...While little commuter use of the Astoria Bridge was found in the origin and destination survey, a commutation rate for two-axle vehicles is recommended..." The consultant further

Percent Change in Annual Traffic
Average of Gearhart (US 101) & Rainier (US 30) Recorders
Compared to the State Highway System

60
50
20
10
Gearhart & Rainier Recorders
1951

Figure 2.

ESTIMATED ANNUAL TRAFFIC AND REVENUES
FOR SELECTED BASIC TOLLS
ASTORIA TOLL BRIDGE
(1966 Traffic Volumes)

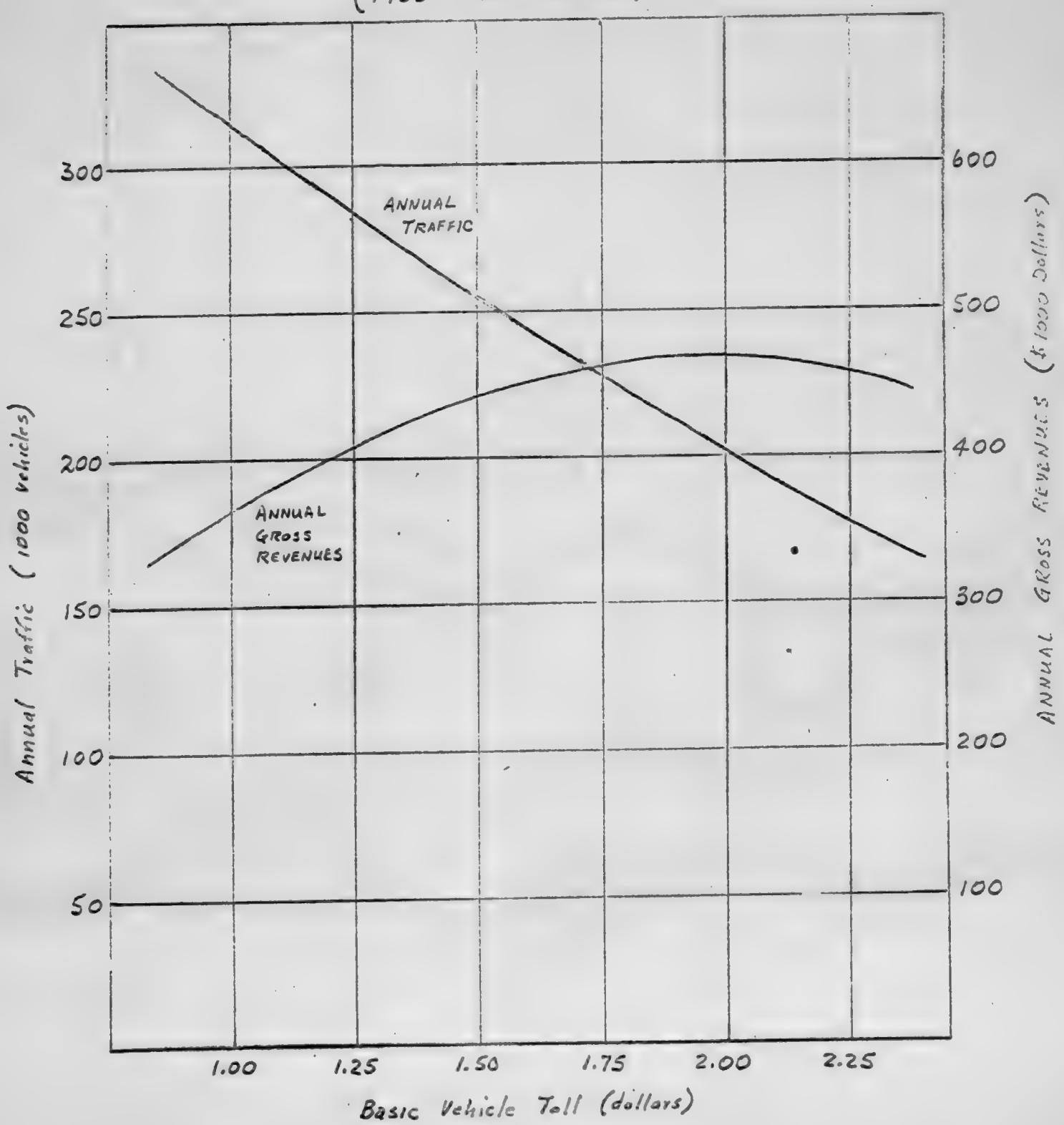

Figure 3.

recommended that no commuter rates for trucks be established. Neither of these conclusions appear to be correct.

On page 29, Table 14 of the consultant's report, it could be assumed that the first three trip purposes ("work", "personal business" and "shopping") were made by commuter-type users. It also could be assumed that 50 percent of the "other social recreational" trips are commuter-type traffic. The four items total approximately 32 percent of the traffic, or approximately 390 ADT.

In order to confirm this figure, an origin-destination survey was conducted by the Traffic Engineering Division on Thursday, February 23, 1967. The results of this survey are shown in Figure 4.

From this data we have determined that 376 cars were commuter-type traffic. A check analysis has been made by a third method by Maintenance Division personnel. An assumption was made that sightseeing traffic would be at a minimum on the weekdays Monday through Thursday for the period October 1, 1966 through March 31, 1967. This averaged 496 passenger cars.

By judgment, it is assumed that at least 80 percent of these vehicles were repeat users. This equates to an average of 397 cars on those days as being commuter-type

RESULTS OF MOTORIST INTERVIEWS

PASSENGER CARS

February 23, 1967

Trip Purpose	
Work	171
Personal Business	124
Shopping	41
Sightseeing	45
Vacation	62
Other Social-Recreational	79
	522

COMMUTER-TYPE CROSSINGS

Trip Purpose	
Work	171
Personal Business	121
Shopping	41
Sightseeing	0
Vacation	0
Other Social-Recreational	39*
	372

*assume one-half of total

Figure 4.

traffic. It may be rationalized that the Friday and Saturday traffic, because of shopping, would be higher, but obviously Sunday would be lower.

For the purposes of this report, after having analyzed by three different methods, we feel it is safe to assume that 400 vehicles per day will use this structure as commuter-type service.

A somewhat thorough study has been made of the truck operation over this bridge, together with its potential expansion. Currently, we can find no reason to believe that the truck traffic is anything other than local usage. There are no long-haul freight routes through the area. The records have been thoroughly scanned for clues as to users. Each of these users have been contacted.

Attached is a list (see Figures 5 and 6) of companies who were contacted concerning their firm's usage by trucks of the Astoria Bridge. All of the firms were questioned regarding their present usage and also were questioned concerning any expected changes in future usage.

In talking personally with the various people connected with the companies, it was indicated almost unanimously that their future plans and future operations would result in increased usage of the structure by their trucks.

CROWN ZELLERBACH - Astoria

9 trips per week - 5 day work week.
Trips expected to increase this summer. Thinks tolls are too high.

COLUMBIA SOUND, INC. - Astoria (Japanese Co. - Logging)

6 trips per day - 5 day week.
Wants tolls reduced. Feels loggers are being penalized.

R.C. LARSON CO. - Astoria

1 trip per day - 5 day week.
Pickup sometimes, truck sometimes.
No definite schedule.
No future increase planned.
Feels tolls should be lower.

ARROW TRANSPORT - D.F. Zornes - Portland

Astoria to Ilwaco.
3 trips per week average - no change in the near future.
Hauls fuel oil.

DARIGOLD - Astoria

Company spends $500 monthly on tolls.
About 3-4 trips per day - 5 days per week.
Operation will increase.
Thinks advance payment reduction should be given. Also wants more 25¢ coupons in the books.

ORE-NEV-CALIF FAST FREIGHT - Astoria

2 trips per day for truck-trailer.
1 trip per day for semi truck. Uses about $400/mo.
Operation will increase this summer.

PENTILLA LOGGING CO - Naselle, Washington

2 trips per day - 5 day work week.
Trips expected to increase this summer by 3 more trips per week.

OLYMPIC HARDWOOD - Raymond, Wn.

10 trips per day - 5 day week.
Hauling chips to Crown-Zellerbach. Wants books with more $1 coupons. Also wants tolls lowered.
Expects trips to increase next year.

NOTE: The word "trip" means a complete round trip over and back on the bridge.

Figure 5.

DANIEL R. HESS LOGGING CO. - Astoria

3 trips per day - 5 day week - when weather permits logging operations.
Does not like present amount of coupons in books. Thinks tolls should be reduced.

US CORPS OF ENGRS. - Warrenton

2 trips per week on work days.
Number will increase in future because of increased operations.

US DEPT. OF FISH & WILDLIFE - Portland

Only occasional trips for supplies - about 2 trips per month.

FRANZ BREAD (ButterNut Bakery) - Astoria

2 trips per day.
No expansion planned.

STAN SOGEN PRODUCE - Astoria

7 TRIPS per 5-day working week.
Expanding operation will increase trips this summer.

FETZ OIL CO. - Ilwaco, Wn.

8 trips per five-day work week.

COLUMBIA FRUIT & PRODUCE - Astoria

2 trips per week.
No increase expected.
Feels tolls should be lowered.

CITY TRANSFER & STORAGE - Astoria

7 trips per work week.
No increase expected.

GRANDMA'S COOKIE CO. - Astoria

1 trip per week.
No increase expected.

NALLEY'S - Warrenton

7 trips per five-day work week.
No increase in the immediate future.

HEIDELBERG BREWING CO. - Astoria

No deliveries in Washington.
Every 2 weeks in winter - 1 trip every week during summer.
No plans for expansion at the moment.

Figure 6.

Some of the firms' usage was incidental, such as the U.S. Department of Fish and Wildlife, who only made two trips per month. Other firms' usage was quite frequent and an expected future increase would mean a substantial increase in trips.

There were considerable comments concerning the present scrip books. Some operators felt there should be more dollar coupons, other operators felt there should be more $0.25 coupons. Almost without exception, all companies felt that truck tolls should be reduced and that such a reduction would result in their trucks making more trips. Several comments also requested the consideration of printing scrip books with the exact amount needed on the coupons. An example would be a $9 coupon, which is the cost for a round trip on a log truck loaded one way and returning empty. There were many comments from the operators expressing appreciation that the entire matter was being studied.

Thorough analysis of the consultant's report and of the data as presented herein lead to the conclusion that the schedule recommended by the consultant with respect to fares should not be adopted. Further, it appears that at the proper time a downward adjustment of the truck rates would be appropriate. The usage by trucks tends to

be local and consists of the transport of goods, foodstuffs, petroleum products, in addition to the prime transport of forest products in the area. A lowering of the rates would tend to stimulate this movement. Also, the communities of northwest Oregon and southwest Washington would be aided by establishment of commuter fees. We therefore recommend the following:

1. That trip ticket books consisting of ten tickets be sold.

2. That the trip ticket books be produced in denominations suitable for passenger cars, trucks or buses, and truck and trailer combinations.

3. We recommend that the trip ticket books be sold at a 10 percent discount. It is our belief that all of the truck firms and the approximately 400 commuter-type users will avail themselves of this discount.

4. We recommend that there be no expiration date on the trip books, but that the ticket must be torn from the book in the presence of the toll taker.

5. We recommend, for the purpose of simplicity, that there be only two truck rates -- one for single unit trucks or buses and one for combination units. Our current tolls have been established on the basis of two- and three-axle single units and four-, five-, six-, seven- and eight-axle units on the combinations. During the first eight

ASTORIA BRIDGE
1967 TRAFFIC and REVENUES
BASED ON 1,275 ADT

EXISTING TOLL SCHEDULE

Class of Vehicle	Toll	Vehicles	Revenue
Passenger Car	$1.50	424,930	$637,395
Passenger Car with 1-axle Trailer	2.00	19,700	39,400
Passenger Car with 2-axle Trailer	2.25	2,950	6,640
Trucks or Buses			
2-axle	3.00	7,960	23,880
3-axle	3.75	3,660	13,725
4-axle	4.50	985	4,430
5-axle or more	5.25	4,380	22,995
Two-wheeled Vehicle	1.00	835	835
		465,400	$749,300

Figure 7.

MODIFIED TOLL SCHEDULE WITH COMMUTER FARE - 10%

		Regular Fare			Commuter Fare		
Class of Vehicle	Toll	Vehicles	Revenue	Toll	Vehicles	Revenue	Total Revenue
Passenger Car	$1.50	278,930	$418,395	$1.35	146,000	$197,100	
Passenger Car with Trailer	2.00	22,650	45,300	--	---	---	
Single Unit, Truck or Bus	3.00	--	--	2.70	11,620	31,375	
Truck and Trailer or Trailers or Semis	4.00	--	--	3.60	5,365	19,315	
Two-wheeled Vehicle	1.00	835	835	--	---	---	
		302,415	$464,530		162,985	$247,790	$712,320

months, only 571 four-axle units and only one unit in excess of five axles crossed this bridge.

The following pages (Figures 7 and 8) indicate, both in tabular form and graphically, the projected financial status of the bridge on present rates and on the recommended rates.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

cc/enc. R. L. Porter

PROJECTED TRAFFIC REVENUES, AND DEBT SE
ASTORIA TOLL BRIDGE, 1966-19
Based on Toll Schedule with Commutation
1,275 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Princ Payme
Prior to Opening						$24,000,000	$2,908,900	$ 80
1966 2/	1300	207,000	$ 331,600	$ 153,000	$ 178,600	23,200,000	174,400	
1967	1275	465,400	712,300	45,000	667,300	23,200,000	721,800	80
1968	1326	484,000	740,800	48,000	692,800	22,400,000	689,800	80
1969	1379	503,300	770,300	171,000	599,300	21,600,000	657,800	80
1970	1434	523,400	801,100	54,000	747,100	20,800,000	625,800	80
1971	1491	544,200	832,900	57,000	775,900	20,000,000	593,800	80
1972	1551	566,100	866,400	180,000	686,400	19,200,000	564,800	80
1973	1613	588,700	901,000	63,000	838,000	18,400,000	540,300	80
1974	1678	612,500	937,400	66,000	871,400	17,600,000	517,600	80
1975	1745	636,900	974,800	189,000	785,800	16,800,000	495,000	80
1976	1815	667,500	1,021,600	72,000	949,600	16,000,000	472,200	80
1977	1888	689,100	1,054,700	75,000	979,700	15,200,000	448,800	80
1978	1964	716,900	1,097,200	198,000	899,200	14,400,000	424,800	80
1979	2043	745,700	1,141,300	81,000	1,060,300	13,600,000	400,700	80
1980	2125	775,600	1,187,100	84,000	1,103,100	12,800,000	376,300	80
1981	2210	806,700	1,234,700	207,000	1,027,700	12,000,000	351,600	80
1982	2298	838,800	1,283,800	90,000	1,193,800	11,200,000	326,800	86
1983	2390	872,400	1,335,200	93,000	1,242,200	10,333,000	300,200	9
1984	2486	907,400	1,388,800	216,000	1,172,800	9,391,000	265,800	90
1985	2585	943,500	1,444,000	99,000	1,345,000	8,484,000	242,000	1,10
1986	2689	981,500	1,502,200	102,000	1,400,200	7,381,000	208,200	1,19
1987	2797	1,020,900	1,562,500	225,000	1,337,500	6,189,000	171,500	1,16
1988	2909	1,061,800	1,625,100	108,000	1,517,100	5,023,000	136,100	1,38
1989	3025	1,104,100	1,689,800	111,000	1,578,800	3,642,000	95,800	1,48
1990	3146	1,148,800	1,758,200	234,000	1,524,200	2,159,000	54,200	1,41
1991 3/	3272	492,700	754,100	48,300	705,800	689,000	16,800	6
Totals			$28,948,900	$3,069,300	$25,879,600		$12,781,800	$24,00

Figure 8

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the br offset by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 was requir

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in May, 1991.

4/14/67

OJECTED TRAFFIC REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966-1991
Based on Toll Schedule with Commutation Fares -
1,275 ADT in 1967

Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy By Oregon	Subsidy By Washington
	$24,000,000	$2,908,900	$ 800,000	$ 3,708,900	$2,039,500 [1/]	$2,039,500	$ - -
178,600	23,200,000	174,400	- -	174,400	(4,200)	(4,200)	- -
667,300	23,200,000	721,800	800,000	1,521,800	854,500	654,500	200,000
692,800	22,400,000	689,800	800,000	1,489,800	797,000	597,000	200,000
599,300	21,600,000	657,800	800,000	1,457,800	858,500	658,500	200,000
747,100	20,800,000	625,800	800,000	1,425,800	678,700	478,700	200,000
775,900	20,000,000	593,800	800,000	1,393,800	617,900	417,900	200,000
686,400	19,200,000	564,800	800,000	1,364,800	674,800	474,800	200,000
838,000	18,400,000	540,300	800,000	1,340,300	502,300	341,400	160,900
871,400	17,600,000	517,600	800,000	1,317,600	446,200	311,700	134,500
785,800	16,800,000	495,000	800,000	1,295,000	509,200	345,500	163,700
949,600	16,000,000	472,200	800,000	1,272,200	322,600	233,600	89,000
979,700	15,200,000	448,800	800,000	1,248,800	269,100	201,500	67,600
899,200	14,400,000	424,800	800,000	1,224,800	325,600	235,400	90,200
1,060,300	13,600,000	400,700	800,000	1,200,700	140,400	124,200	16,200
1,103,100	12,800,000	376,300	800,000	1,176,300	73,200	73,200	- -
1,027,700	12,000,000	351,600	800,000	1,151,600	123,900	114,300	9,600
1,193,800	11,200,000	326,800	867,000	1,193,800	- -	- -	- -
1,242,200	10,333,000	300,200	942,000	1,242,200	- -	- -	- -
1,172,800	9,391,000	265,800	907,000	1,172,800	- -	- -	- -
1,345,000	8,484,000	242,000	1,103,000	1,345,000	- -	- -	- -
1,400,200	7,381,000	208,200	1,192,000	1,400,200	- -	- -	- -
1,337,500	6,189,000	171,500	1,166,000	1,337,500	- -	- -	- -
1,517,100	5,023,000	136,100	1,381,000	1,517,100	- -	- -	- -
1,578,800	3,642,000	95,800	1,483,000	1,578,800	- -	- -	- -
1,524,200	2,159,000	54,200	1,470,000	1,524,200	- -	- -	- -
705,800	689,000	16,800	689,000	705,800	- -	- -	- -
25,879,600		$12,781,800	$24,000,000	$36,781,800	$9,229,200	$7,297,500	$1,931,700

he bridge bonds prior to the opening of the bridge were
Thus, a net subsidy of $2,039,500 was required by Oregon.

ne bonds will be accomplished in May, 1991.

Figure 8

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE REQU
ASTORIA TOLL BRIDGE, 1966 - 1990
Existing Toll Schedule and 1,275 ADT in 1967

Year	ADT	Annual Traffic	Gross Revenues	Operating Expenses	Net Revenues	Bonds Outstanding	Interest Payments	Princi Payme
Prior to Opening						$24,000,000	$ 2,908,900	$ 800
1966 2/	1300	207,000	$ 331,600	$ 153,000	$ 178,600	23,200,000	174,400	
1967	1275	465,400	749,300	45,000	704,300	23,200,000	721,800	800
1968	1326	484,000	779,200	48,000	731,200	22,400,000	689,800	800
1969	1379	503,300	810,300	171,000	639,300	21,600,000	657,800	800
1970	1434	523,400	842,700	54,000	788,700	20,800,000	625,800	800
1971	1491	544,200	876,200	57,000	819,200	20,000,000	593,800	800
1972	1551	566,100	911,400	180,000	731,400	19,200,000	564,800	800
1973	1613	588,700	947,800	63,000	884,800	18,400,000	540,300	800
1974	1678	612,500	986,100	66,000	920,100	17,600,000	517,600	800
1975	1745	636,900	1,025,400	189,000	836,400	16,800,000	495,000	800
1976	1815	667,500	1,066,600	72,000	994,600	16,000,000	472,200	800
1977	1888	689,100	1,109,500	75,000	1,034,500	15,200,000	448,800	800
1978	1964	716,900	1,154,200	198,000	956,200	14,400,000	424,800	800
1979	2043	745,700	1,200,600	81,000	1,119,600	13,600,000	400,700	800
1980	2125	775,600	1,248,700	84,000	1,164,700	12,800,000	376,300	800
1981	2210	806,700	1,298,800	207,000	1,091,800	12,000,000	351,600	800
1982	2298	838,800	1,350,500	90,000	1,260,500	11,200,000	326,500	934
1983	2390	872,400	1,404,600	93,000	1,311,600	10,266,000	297,600	1,014
1984	2486	907,400	1,460,900	216,000	1,244,900	9,252,000	266,900	978
1985	2585	943,500	1,519,000	99,000	1,420,000	8,274,000	236,000	1,184
1986	2689	981,500	1,580,200	102,000	1,478,200	7,090,000	196,200	1,282
1987	2797	1,020,900	1,643,700	225,000	1,418,700	5,808,000	157,700	1,261
1988	2909	1,061,800	1,709,500	108,000	1,601,500	4,547,000	114,500	1,487
1989	3025	1,104,100	1,777,600	111,000	1,666,600	3,060,000	64,600	1,602
1990 3/	3146	1,047,100	1,685,800	215,000	1,470,800	1,458,000	12,800	1,458
Totals			$29,470,200	$3,002,000	$26,468,200		$12,637,200	$24,000

1/ The $3,708,900 of principal and interest payments made on the bridge bonds prior to the opening of the brid offset by $1,669,400 of interest earnings on the bond funds. Thus, a net subsidy of $2,039,500 was require

2/ After opening of the bridge on July 29, 1966.

3/ Based on this traffic and revenue projection, retirement of the bonds will be accomplished in October, 1990.

4/14/67

FIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
STORIA TOLL BRIDGE, 1966 - 1990
ting Toll Schedule and 1,275 ADT in 1967

Net Revenues	Bonds Outstanding	Interest Payments	Principal Payments	Annual Debt Repayment	Bond Subsidy	Subsidy By Oregon	Subsidy By Washington
	$24,000,000	$ 2,908,900	$ 800,000	$ 3,708,900	$ 2,039,500 [1/]	$2,039,500	$ - -
178,600	23,200,000	174,400	- -	174,400	(4,200)	(4,200)	- -
704,300	23,200,000	721,800	800,000	1,521,800	817,500	617,500	200,000
731,200	22,400,000	689,800	800,000	1,489,800	758,600	558,600	200,000
639,300	21,600,000	657,800	800,000	1,457,800	818,500	618,500	200,000
788,700	20,800,000	625,800	800,000	1,425,800	637,100	437,100	200,000
819,200	20,000,000	593,800	800,000	1,393,800	574,600	384,800	189,800
731,400	19,200,000	564,800	800,000	1,364,800	633,400	433,400	200,000
884,800	18,400,000	540,300	800,000	1,340,300	455,500	313,300	142,200
920,100	17,600,000	517,600	800,000	1,317,600	397,500	278,500	119,000
836,400	16,800,000	495,000	800,000	1,295,000	458,600	315,200	143,400
994,600	16,000,000	472,200	800,000	1,272,200	277,600	206,600	71,000
1,034,500	15,200,000	448,800	800,000	1,248,800	214,300	168,600	45,700
956,200	14,400,000	424,800	800,000	1,224,800	268,600	201,200	67,400
1,119,600	13,600,000	400,700	800,000	1,200,700	81,100	81,100	- -
1,164,700	12,800,000	376,300	800,000	1,176,300	11,600	11,600	- -
1,091,800	12,000,000	351,600	800,000	1,151,600	59,800	59,800	- -
1,260,500	11,200,000	326,500	934,000	1,260,500	- -	- -	- -
1,311,600	10,266,000	297,600	1,014,000	1,311,600	- -	- -	- -
1,244,900	9,252,000	266,900	978,000	1,244,900	- -	- -	- -
1,420,000	8,274,000	236,000	1,184,000	1,420,000	- -	- -	- -
1,478,200	7,090,000	196,200	1,282,000	1,478,200	- -	- -	- -
1,418,700	5,808,000	157,700	1,261,000	1,418,700	- -	- -	- -
1,601,500	4,547,000	114,500	1,487,000	1,601,500	- -	- -	- -
1,666,600	3,060,000	64,600	1,602,000	1,666,600	- -	- -	- -
1,470,800	1,458,000	12,800	1,458,000	1,470,800	- -	- -	- -
26,468,200		$12,637,200	$24,000,000	$36,637,200	$8,499,600	$6,721,100	$1,778,500

the bridge bonds prior to the opening of the bridge were
Thus, a net subsidy of $2,039,500 was required by Oregon.

he bonds will be accomplished in October, 1990.

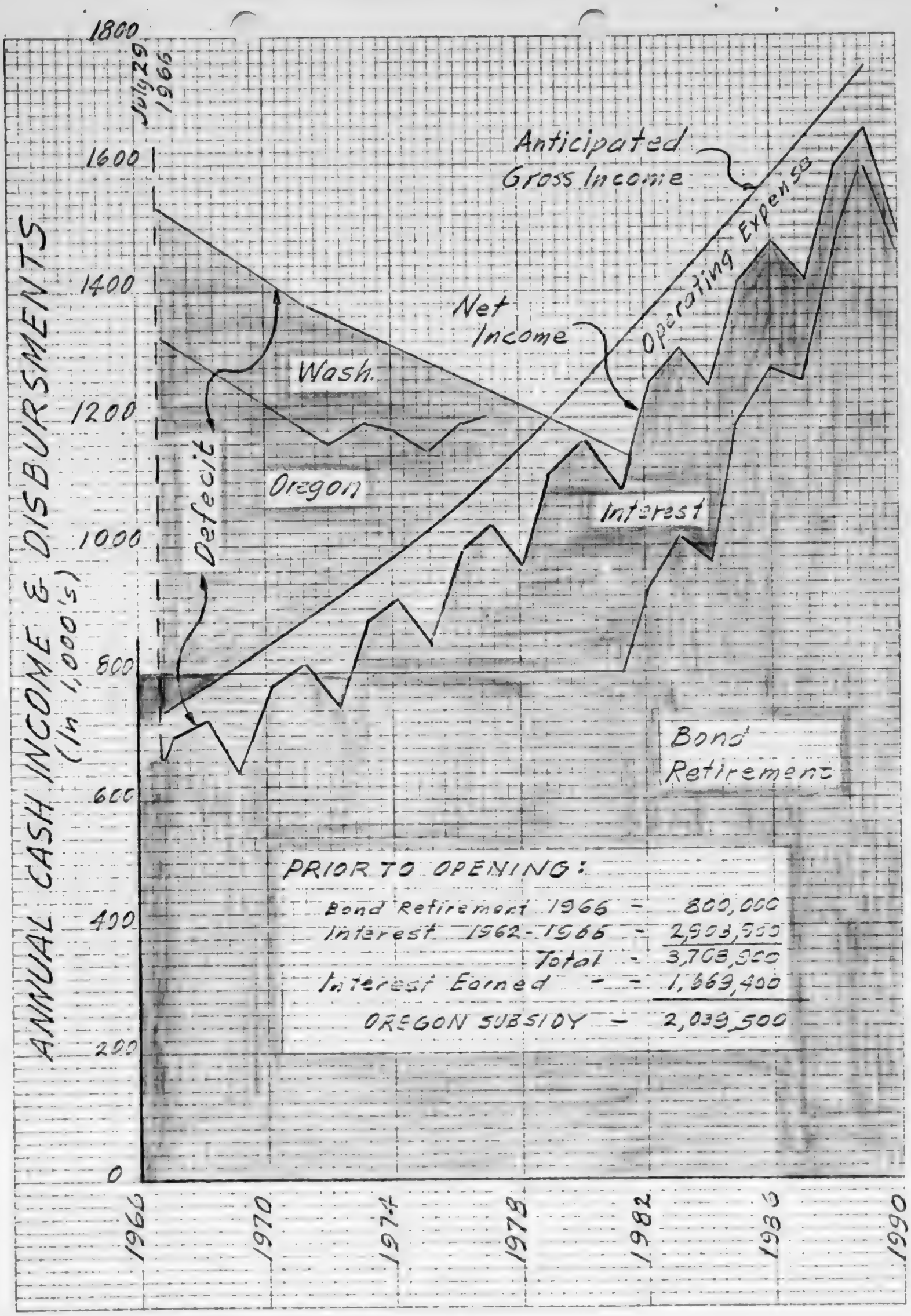
ANNUAL CASH INCOME & DISBURSMENTS (In 1,000's)
1800
1600
1400
1200
1000
800
600
400
200
0
July 29 1966
Anticipated Gross Income
Operating Expense
Net Income
Wash.
Oregon
Deficit
Interest
Bond Retirement
PRIOR TO OPENING:
Bond Retirement 1966 - 800,000
Interest 1962-1966 - 2,903,500
Total - 3,703,500
Interest Earned - - 1,663,400
OREGON SUBSIDY - 2,039,500
1966
1970
1974
1978
1982
1986
1990

Figure 9

months, only 571 four-axle units and only one unit in excess of five axles crossed this bridge.

Carrying out the above recommendation the toll schedual would be as follows:

Passenger Cars	$1.50
Passenger Cars with trailer. .	2.00
Single Unit Trucks	3.00
Combination Units of Trucks & Trailers. .	4.00
2-Wheel Vehicles (Motorcycles)	1.00

The following pages (Figures 8 and 9) indicate, both in tabular form and graphically, the projected financial status of the bridge on present rates and on the recommended rates.

ASTORIA BRIDGE
1967 TRAFFIC AND REVENUES BASED ON 1,275 ADT

Existing Toll Schedule

Class of Vehicle	Toll	Vehicles	Revenue
Passenger Car	$ 1.50	424,930	$ 637,395
Passenger Car with 1-Axle Trailer	2.00	19,700	39,400
Passenger Car with 2-Axle Trailer	2.25	2,950	6,640
Trucks or Buses			
2-Axle	3.00	7,960	23,880
3-Axle	3.75	3,660	13,725
4-Axle	4.50	985	4,430
5-Axle or more	5.25	4,380	22,995
Two-wheeled Vehicle	1.00	835	835
		465,400	$ 749,300

Modified Toll Schedule With Commuter Fare - 10%

Class of Vehicle	Regular Fare Toll	Regular Fare Vehicles	Regular Fare Revenue	Commuter Fare Toll	Commuter Fare Vehicles	Commuter Fare Revenue
Passenger Car	$ 1.50	278,930	$ 418,395	$ 1.35	146,000	$ 197,100
Passenger Car with Trailer	2.00	22,650	45,300	- -	- -	- -
Single Unit, Truck or Bus	3.00	- -	- -	2.70	11,620	31,375
Truck & Trailer, or Trailers or Semis	4.00	- -	- -	3.60	5,365	19,315
Two-wheeled Vehicles	1.00	835	835	- -	- -	- -
		302,415	$ 464,530		162,985	$ 247,790

Total Revenue $712,320

WILBUR SMITH'S RECOMMENDED TOLL SCHEDULE AND REVENUES AND PROJECTED TRAFFIC

Vehicle Toll Class	Description	Toll	Vehicles	Revenue
	Two-axle vehicle			
1	Cash	$ 2.00	380,700	$ 761,400
2	Ticket 1/	1.00	37,600	37,600
3	Three-axle vehicle or vehicle comb.	3.00	25,200	75,600
4	Four-axle vehicle or vehicle comb.	4.00	5,475	21,900
5	Five-axle vehicle or vehicle comb.	5.00	1,460	7,300
	Each additional axle	1.00	- -	- -
			457,435	$ 903,800

1/ Ten-trip ticket book good for seven days; book must be shown when surrendering ticket.

RECEIVED
APR 28 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1967

SUBJECT: Uniforms for Tolltakers

To:

Mr. R. M. Smith
District Maintenance Superintendent
Astoria, Oregon

Arrangements have been made to purchase uniforms for the Tolltakers on the Astoria Bridge from Nudelman Brothers, 440 SW 4th Avenue, Portland, Oregon.

Due to the fact that only six (6) men are involved, it was not possible to secure bids through the Department of Finance and Administration to purchase the uniforms. This necessitates ordering the uniforms individually to be made to order for each Tolltaker.

Each Tolltaker will be supplied the following:

Two (2) jackets @	$ 55.00	each
Two (2) pairs of trousers	31.00	"
Two (2) wool shirts	18.50	"
Two (2) neckties	1.50	"
One (1) cap	7.50	

Topcoats or raincoats will be purchased later.

The color of these uniforms will be dark blue short jackets; light blue trousers with dark blue stripe; Police type shirts (long or short sleeves - depending upon the preference of the individual) color to match the trousers with dark blue pocket trim; dark blue or black neckties; and cap cover to match the jacket. Arm patches will be furnished attached to each garment and will be paid for separately.

The above uniforms will be purchased by the Highway Department and assigned to the individual Tolltaker. Each Tolltaker will be responsible for cleaning and maintenance of his uniforms.

Replacement uniforms will be purchased by the State when

...TED
...I EDWARDS

the District Maintenance Superintendent or the official in charge determines that they need replacing.

Payment for the uniforms will be made by Field Purchase Order upon delivery. Separate FPO will be made for each individual's uniforms, in order that a record may be kept of the cost of each Tolltaker's uniforms.

Mr. R. M. Smith should contact Mr. Tom Harris of Nudelman Brothers for details as to the manufacturer and delivery of the uniforms. His telephone number is 228-6662 Portland.

Very truly yours,

E. S. Hunter
Maintenance Engineer

By [illegible]

E. F. Chidsey
Service and Equipment Engineer

EFC:aj

cc: Tom Edwards
R. D. Asburry

cc: Dept. Finance and Adm.
Attention R. B. Albert

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 7-66

RECEIVED
APR 27 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRODEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F 002 1 (16)

6261

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 25, 1967

The Hanover Insurance Group
Pacific Coast Regional Office
350 Sansome Street
San Francisco, California 94106

Attention: C. Robert Payne

Gentlemen:

Re: Policy No.: ACF 93 50409
Insured: Lawrence Ray Telen
Date of Loss - About 8/28/66

In answer to your inquiry of April 20 painting work on the Astoria Bridge was performed by the U. S. Steel Corporation, American Bridge Division, 506 S.W. 6th Street, Wilcox Bldg., Portland, Oregon.

The contractor was painting the structure during the month of August, 1966.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: F. A. Query

NOTED
FLOYD QUERY

CAG

THE HANOVER INSURANCE GROUP • NEW YORK

THE HANOVER INSURANCE COMPANY
THE FULTON INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
THE HANOVER LIFE INSURANCE COMPANY

PACIFIC COAST REGIONAL OFFICE
350 SANSOME STREET
SAN FRANCISCO, CALIFORNIA 94106
TEL: 415 362-8400

REFERRED TO
Bridge Dev.
BY SECRETARY

April 20, 1967

State of Oregon
Department of Highways
Salem, Oregon

Policy No: ACF 93 50409
Insured: Lawrence Ray Telen
Date of Loss - About 8/28/66

Gentlemen:

We are the insurance carrier for Lawrence Ray Telen and we have paid a claim to refinish Mr. Telen's automobile as result of overspray from a bridge being painted in Astoria, Oregon.

Will you please let us know if the bridge was being painted during August of 1966? If so, please furnish us the name of the contractor or contractors used in this operation.

Your assistance in this matter will be sincerely appreciated.

Yours very truly,

THE HANOVER INSURANCE COMPANY

C. Robert Payne
Claims Supervisor

CRP:et

Pls. do - write copy of letter to Gurney,

NOTED
W.M.D. MERCHANT

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 21 1967 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
APR 21 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1967
FOR FILING

F-003-1(1-)
Fred W. Hill, Member
Helix
6268

April 21, 1967

Oregon State Highway Commission

Gentlemen:

We have received the complete supporting data supplied by Wilbur Smith and Associates substantiating its recommended toll schedule for the Astoria Bridge. The consultant's preliminary report recommended a raise in the base passenger car rate to $2 with a recommended return-trip ticket for $1.

A complete analysis of the consultant's data, augmented by additional studies by the Department, indicate this should be modified. We recommend that the Commission adopt the following rate schedule:

1. Passenger Cars.....$1.50
2. Cars and Trailers.....2.00
3. Single-unit Trucks and Buses.....3.00
4. Combination Unit Trucks.....4.00
5. Two-wheeled Vehicles.....1.00

In addition, we recommend that toll ticket books in units of 10 tickets be sold for (1) passenger cars, (2) single-unit trucks, (3) combination-unit trucks, and that these books be sold at a 10 percent discount. This action will, in effect, establish a commuter rate which should stimulate traffic across the structure and aid the economy of the Clatsop County area.

We recommend that the above toll rate schedule be placed in effect on June 1, 1967.

An analysis of the consultant's report and a resume of our own data and analysis is attached for your information.

The consulting firm has now completed its assignment in this matter and has submitted a report. I recommend that the report be accepted and payment in an amount of $17,000 be approved.

This matter will be on the agenda for the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter

TE:ja jw

RECEIVED
APR 25 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1967

Mr. A. W. Parsons
Division Engineer
Federal-Aid Highway Admin.
477 Cottage St., N.E.
Salem, Oregon 97301

Astoria Bridge
Const. Proj. Nos. F-003-1(14), F-003-1(16)
R/W Proj. No. U-115(16),
R/W File 34428

Dear Sir:

In response to your letter dated August 27, 1962, we hereby request your concurrence in and approval of an encroachment of a building within the right of way of the subject project under the provisions of IM21-8-62 and Section 1.23 of the Federal Regulations.

We believe it to be in the public interest to retain the encroachment for the following reasons:

1. This is a sound well-constructed building of masonary walls with timber roof covered with asphalt.

2. The building serves the community as a necessary business site containing a plumbing shop as well as producing revenue to offset part of the cost of construction.

3. There are no fumes, smoke or objectional discharge from the present activity in the building. The possibility of damage to the highway structure by fire is negligible as no highly combustible material is stored in the building or on the grounds. The building itself does not pose a serious fire hazard as the highway structure at this point (Sta. 317+32) has a vertical clearance of 70 feet above the building and a horizontal clearance of 15 feet to the nearest pier. The State will control the use and occupancy to keep the haz... to a minimum.

4. There is no access to the highway to endanger the safety of the traveling public or impair the full unrestricted use of the constructed facility.

We wish to retain in service this building now rented to a plumbing shop at a monthly rental of $100 for an indefinite period. The R/W and construction projects are nearing completion and this encroachment approval is necessary for final acceptance of the construction project. We are now finaling the right of way project with all credit received to date along with the projected credits for the next five years applied to the project. If something should terminate the rental in this extended period we would not ask reimbursement and accordingly if the rental exceeds the five year period we will retain these receipts as per Par. 22 of IM21-3-62.

Attached please find a letter from our right of way engineer and two copies of a R/W sketch map of the area. If any further information is necessary please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
I. D. Merchant
D. H. Moehring
R. N. Chase

RECEIVED
APR 20 1967

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

													Total month.
							Cars and Trucks		Straight Trucks		Trailers		
	—	—	—	—			+	—	+	—	+	—	
	11	15	—		17		10	9	3	8	1	8	20 50
	19		—		15		3	8	—		2	9	12 59
	14		8	7			9	9			4	5	39 45
	1		6	1			7	0			4	0	33 2
	45	95	17	18		32	29	26	3	8	11	22	104 156
	2	4	—		2		2		3		7		20
	0	1	1		7		3				1		12
	2	—	5				1				—		8
	1	—	3		—		1				—		4
	5	4	12		10		7		3		8		44
	251	11 23	—		127		51	43	6	47	3	18	74 209
	19	—	3	10	5	26	8	18	—		5	38	22 101
	59	62	—		55	42	[illegible]		—		41	14	238 172
	59	3	—		54	2	[illegible]		—		22	0	354 5
	221	125	11	23	112	54	13	78	129	90	6	47	71 70	688 487

POSTED
JOHN EDWARDS

RECEIVED
APR 13 1967

FORM E-00 SDH 12-66 94476

F-0.3-1(1)

6268

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ASTORIA
April 10, 1967

SUBJECT:

To: Tom Edwards
Assistant Highway Engineer

S A L E M

In response to your phone call, the best information we can give you at this time of the traffic on the Astoria Bridge is that there are 15 commuters and 4 trucking outfits that use the bridge every day.

The Olympic Hardwood Company operate chip hauling trucks with full trailer making about 5 round trips daily. The O.N.C. trucking company are daily commuters; however, they are out on strike now. The Mayflower Farms Company makes daily trips. Also the Franz Bread truck and Stan Sagen Produce. At the present time, log hauling has dwindled to almost nothing. We contacted the Columbia Sound people, and they inform us that weather doubled with a break down has caused their delay, but they still have a lot of timber over there which will come across the bridge. We have been unable to get in touch with Crown; however, as soon as we get the information, we will send it to you by teletype.

In addition to the above, there are several outfits that make 3 and 4 trips per week. These include Tetz Oil Company, Columbia Fruit and Produce, City Transfer and Storage Company, Arrow Transportation Company, Langendorf Bakery, Grandma's Cookie Company, Nalley's, and Heidelberg Brewing Company.

We will endeavor to get you more information and send a supplemental report.

R. M. SMITH
District Maintenance Superintendent

RMS/bh

NOTED
TOM EDWARDS

RECEIVED
APR 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1967
FOR FILING

April 7, 1967

Phillips, Coughlin, Buell
& Phillips
Electric Building
Portland, Oregon 97205

Attention: Mr. Donald C. McClain

Gentlemen:

Your letter of March 30 regarding paint damage on the Astoria Bridge addressed to Mr. R. D. Asburry, Division Engineer, has been referred to this office for reply.

On State Highway contracts the State looks only to the principal contractor for performance of the work and as to claims, etc. The principal contractor is always required to provide a 100 per cent performance, labor and materials bond. Also, under the terms of the contract the contractor is responsible for damages. Attached is an excerpt from our standard specifications for highway construction 1964, Section 725, pertaining to damages.

I checked with our Bridge Division and the only record we have of either Rumsels Industries or Andrew Nesheim performing current work for the State of Oregon is our bridge painting Contract No. 6815 awarded to Andrew Nesheim for painting of the Interstate Bridge in Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gs

Att.

cc: United States Steel Corporation
R. D. Asburry

PHILLIPS, COUGHLIN, BUELL & PHILLIPS
ATTORNEYS AT LAW
ELECTRIC BUILDING
PORTLAND, OREGON 97205

TELEPHONE
222-9821

CLARENCE D. PHILLIPS
JOHN J. COUGHLIN
JAMES K. BUELL
H. H. PHILLIPS
ALFRED H. STOLOFF
JARVIS B. BLACK
WARREN HASTINGS
DAVID N. HOBSON
STUART W. GATES
DONALD C. McCLAIN

March 30, 1967

State Highway Department
State of Oregon
Salem, Oregon 97310

Attn: R. D. Asburry
Division Engineer

Re: Paint damage to private automobile at Trans-Columbia River Bridge, Astoria, Oregon.

Dear Mr. Asburry:

Please advise me if the contractor, United States Steel Corporation, or sub-contractor, Runnels Industries and Andrew Nesheim, were required to post bond with the State of Oregon to assure reimbursement of parties damaged by the negligent acts of these contractors.

Also, please advise me if the Runnels Industries and Andrew Nesheim group is currently engaged in other state highway construction at the present time.

Very truly yours,

PHILLIPS, COUGHLIN, BUELL & PHILLIPS

Donald C. McClain

Donald C. McClain

DCM/ns

RECEIVED
APR 4 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 - 1967
FOR FILING
F 003-1 (16)
6218

April 6, 1967

Karr, Tuttle, Campbell, Koch
& Granberg
1411 Fourth Avenue Building
Seattle, Washington 98101

Attention: Mr. Gerald G. Tuttle

Gentlemen:

I have checked with our Bridge Division and find that We Painters, Inc., was a part of the joint venture of Andrew Nesheim and Reynolds Industries who acted as subcontractors under United States Steel Corporation.

The contract was accepted by the Highway Commission on January 13, 1967, and final payment was made in March, 1967.

The State in considering claims against contracts looks to the principal contractor only. It is suggested that you make your claims known to the United States Steel Corporation, 506 S. W. 6th Avenue, Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

DAY KARR (1949)
PAYNE KARR
HOWARD TUTTLE
CLARENCE H. CAMPBELL
CARL G. KOCH
BERTIL A. GRANBERG
F. LEE CAMPBELL
MURIEL MAWER
ROBERT D. MORROW
COLEMAN P. HALL
JOHN F. KRUGER
FLOYD L. NEWLAND
ROBERT P. PIPER
CRAIG P. CAMPBELL
ROBERT PAYNE KARR
JOSEPH D. HOLMES, JR.
LLEWELYN G. PRITCHARD
MARY ELLEN HANLEY
MARTIN T. CROWDER
FREDERICK M. MEYERS
GERALD G. TUTTLE

LAW OFFICES OF
KARR, TUTTLE, CAMPBELL, KOCH & GRANBERG
1411 FOURTH AVENUE BUILDING
SEATTLE, WASHINGTON 98101
MAIN 3-3333

April 4, 1967

State of Oregon
Department of Highways
Salem, Oregon

Re: We Painters, Inc. -- Astoria Toll Bridge

Gentlemen:

On several days last November, 1966, We Painters, Inc. was employed, presumably by bid, to paint the new Astoria toll bridge. Arising out of this job, several vehicles were sprayed with green bridge paint. The Travelers Insurance Company, which we represent, has a total of 12 claims pending for $623.22 in the Seattle area alone.

We have written Mr. Andrew Nesheim, president of We Painters, Inc. at Lynnwood, Washington requesting that he contact us regarding payment of these claims. To date we have received absolutely no response from him and find it necessary to pursue other courses of action.

We would appreciate receiving any information regarding contractor's bonds which may have been made a part of the contract between the State of Oregon and We Painters, Inc. We are particularly interested in public liability bond requirements.

We would also appreciate knowing whether the State of Oregon has retained any percentage from the contract price involved, which is now due We Painters, Inc., or which is in dispute.

Your cooperation will be appreciated.

Sincerely yours,

Gerald G. Tuttle

GGT:mas

RECEIVED
APR 5 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 29 1967

F-003-1 (16)
6268

Salem, Oregon
March 28, 1967

Mr. E. S. Hunter
Maintenance Engineer

Mr. R. D. Asburry
Division Engineer

I have the Daily Toll Sales Report for the Astoria Bridge for the period March 24, 25, and 26. They show an overage of 120 axle counts for the three days.

Please take the necessary steps to repair this equipment.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
MAR 28 1967
FOR FILING

F. 003-1 (16)

6218

March 27, 1967

Mr. James I. Mason
Inspector in Charge
U. S. Department of Agriculture
Plant Quarantine Division
Room 331, Federal Building
Portland, Oregon 97209

Dear Mr. Mason:

In checking out our toll operation in Astoria in response to two telephone calls from you, I find that I was in error in advising you that your Inspector in Charge at Astoria, Mr. Stanley F. Guenther, was eligible for free passage over the Columbia River Bridge at Astoria.

I find that ORS 399.145 states: "...Free passage through tollgates and tunnels and over tollbridges and ferries. Any person belonging to the organized militia shall, together with the conveyance in his charge and the property of the state or the United States in the charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty..."

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
R. D. Asburry
R. M. Smith

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1967

SUBJECT: Toll Exemptions
Columbia River Bridge at Astoria

To: Mr. Tom Edwards
Assistant State Highway Engineer
D e p a r t m e n t

Our present policy of exemptions for toll bridges on the Columbia River Bridge at Astoria does not include such federal employees as Mr. James I. Mason, who works for the U. S. Department of Agriculture. The policy we are working under exempts all persons belonging to the organized militia, including both state and federal, providing they are in uniform or present an order for duty or certificate of an order for duty. This is in accordance with ORS 399.145, which states as follows:

"Free passage through tollgates and tunnels and over tollbridges and ferries. Any person belonging to the organized militia shall, together with the conveyance in his charge and the property of the state or the United States in the charge, be allowed to pass free through all tollgates and tunnels and over all tollbridges and also over all ferries if he is in uniform or presents an order for duty or certificate of an order for duty."

Also, we are exempting from toll charges all official vehicles of the State of Oregon and the State of Washington. Toll has been charged on all federal cars other than military.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc R. M. Smith

RECEIVED
MAR 16 1967
FOR FILING

March 16, 1967

Mr. Fred A. Yerke, Jr.
1200 American Bank Building
Portland, Oregon 97205

Dear Mr. Yerke:

The Commission at its meeting on March 14 approved the minutes for the January 31 meeting.

Attached is an excerpt from these minutes concerning the acceptance of Contract 6268 by the Highway Commission. This material was requested by you some time ago.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

Attachment

RECEIVED
MAR 17 1967

F-003-1 (16)
6268

5445

March 16, 1967

Mr. Earl A. Thorsfeldt
Senior Subrogation Supervisor
Allstate Insurance Company
District Service Office
Cascade Plaza
2828 Southwest Corbett
Portland, Oregon 97201

Dear Sir:

I have your inquiry of March 8 concerning painting on the Astoria Bridge over the Columbia River.

United States Steel Corporation, 507 S. W. Sixth, Wilcox Building, Portland, Oregon, was general contractor with the State of Oregon under Contract 6268 for furnishing, erecting and painting the structural steel required for the structure.

Contract specifications make the general contractor responsible for damage such as you list in your letter. It is known that the general contractor subcontracted the paint work to Andrew Mesheim and Runnels Industries (a joint venture), P. O. Box 1129, Richmond, California.

Painting at Astoria was conducted during the period April 5, 1966 to November 5, 1966.

Very truly yours,

Forrest Cooper
State Highwny Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Alan Johansen (enc.)
Ivan Merchant

CAG:jf ja

Allstate

District Service Office
Cascade Plaza
2828 Southwest Corbett
Portland, Oregon 97201
Phone: Area Code 503—222-3621

5013

March 8, 1967

MAR 10 67

FORWARDED TO
Admin

Astoria-Megler Bridge
(Astoria, Oregon OVER SPRAY
FROM PAINTING OF BRIDGE)

State of Oregon
State Highway Co mission
Salem, Oregon

Gentlemen:

We have quite a few paint over spray damage claims which we have paid, from over spray damage to our Insured's vehicles resulting from this Astoria Bridge painting.

We are wondering if you could advise us the name of the painting contractor, or contractors who painted all the phases of the bridge, and if this painting is now concluded. Also, if at all possible, we would like to know the dates of the painting terms by each contractor, if there were several contractors involved.

Any information you can give us in this regard, will be greatly appreciated. Thanking you very much for your kind cooperation in advance.

Very truly yours,

ALLSTATE INSURANCE COMPANY

Earl A. Thorsfeldt

Earl A. Thorsfeldt
Senior Subrogation Supervisor

EAT:mc

Merchant
RB

STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 13 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 10 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1967

F003-1 (16)
6269

March 15, 1967

The Honorable Don Corcoran, Chairman
Board of Pacific County Commissioners
South Bend, Washington

Dear Mr. Corcoran:

I have your letter of March 7 re the Astoria Bridge. We do not have a "report and traffic survey". The State of Oregon retained the firm of Wilbur Smith and Associates to make a study of the bridge tolls. We have received some preliminary information only, which is presumed to be finalized sometime within the next few weeks, at which time a formal report will be made.

The second paragraph of your letter indicates that there is a contemplated increase in toll fees. This is not the case, as the Highway Commission has made no decisions in this matter but merely asked us to have an independent survey made by disinterested parties for the Commission's information.

As a part of the toll structure of the bridge, I am sure that the Highway Commission will consider commuter-type trips at a reduction over single-trip fares. As the final report has not been received, it is too early to predict what action the Commission might consider. I assure you that if any change is made in the toll schedule, it will not be until after consideration of all elements involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Tom Edwards
Victor D. Wolfe

cc C. G. Prahl

County of Pacific

South Bend, Washington

Board of County Commissioners

DON CORCORAN, Dist. No. 1
Rte. 2, Box 53, Raymond, Wash.

ELDRED PENTTILA, Dist. No. 2
Long Beach, Washington

HOWARD HALL, Dist. No. 3
Rte. 1, Box 268, Raymond, Wash.

VERNA JACOBSON
Ex-Officio Clerk of the Board

March 7, 1967

Forrest Cooper,
Department Highway Engineer,
Salem, Oregon.

Dear Sir:

As Pacific County is vitally interested in the revenues obtained from the operation of the Astoria-Megler Bridge we would appreciate receiving a copy of your report and traffic survey.

We also would appreciate being advised as to the reason for the contemplated increase in toll fees. We feel that no true estimate or survey can be made until the bridge has been in operation thru 1967.

Our concern at this time is that the anticipated increase in toll fees would result in a substantial loss of revenue at this time and we would oppose such proposed increase.

We would also like to know whether or not consideration has been given for special rates for students or others commuting daily.

Thanking you, we are

Very truly yours,

Board of County Commissioners,
Pacific County, Washington.

By Don Corcoran
Chairman

Howard Hall
Commissioner

Eldred Penttila
Commissioner

cc: Oregon State Highway Commission
Salem, Oregon.

NOTED
FORREST COOPER

MAR 10 1967

F-003-1 (16)

6268

Salem, Oregon
March 9, 1967

Mr. R. D. Asburry
Division Engineer

Please note the attached from Mr. James I. Mason, Inspector in Charge, Plant Quarantine Division, U. S. Department of Agriculture, concerning toll-free passage of government vehicles.

It would appear that this man is exempt, under our policy. If not, please so advise me and why.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Mr. James I. Mason

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
R. M. Smith (enc.)

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
Plant Quarantine Division
Room 331, Federal Building
Portland, Oregon 97209

March 8, 1967

Mr. Tom Edwards, Assistant State Highway Engineer
State Highway Administration Building
Salem, Oregon

Dear Mr. Edwards:

Reference is made to our telephone conversation of this date concerning exemption from paying toll for use of the Astoria-Megler Bridge by Mr. Stanley F. Guenther, Inspector in Charge at Astoria. Mr. Guenther is responsible for inspection of ships arriving from foreign ports at Astoria, Willapa and Grays Harbor, Washington, and will be in official uniform and traveling in a government-owned automobile when free passage is requested.

Your assistance in clarifying this matter with Mr. R. M. Smith, District Maintenance Supervisor at Astoria, will be greatly appreciated.

Sincerely,

James I. Mason

James I. Mason
Inspector in Charge

RECEIVED
MAR 8 - 1967

F-003-1 (16)
6268

March 8, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $6,713.74 will be made to United States Steel Corporation on Contract No. 6268 for steel superstructure on the Columbia River Bridge on the Oregon Coast Highway in Clatsop County, Oregon, as soon as the warrant is prepared.

The total amount paid on this contract will be $10,196,363.23 including the post-final payment. Of the total $26,111.84 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc United States Steel Corporation
506 S.W. 6th Avenue
Portland, Oregon

Marsh & McLennan-Cosgrove & Co., Inc.
Standard Plaza Building
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
MAR 9 - 1967
FOR FILING

United States Steel Corporation

120 MONTGOMERY STREET
San Francisco, California 94106

March 6, 1967

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Secretary of Commission

Re: Columbia River Bridge Project at Astoria
Contract No. 6268

Gentlemen:

As you may know, we have recently received from the State a check payable to us in the amount of $298,798.51, with an attachment marked "Contract 6268 Estimate 33 Final."

I discussed the cashing of this check with your Mr. Tom Edwards today, and he agreed with my understanding that the cashing of the check will not affect our rights with respect to our claim against the State for delay damages on this project. He suggested that I confirm this understanding by writing you this letter.

Based on Mr. Edwards' agreement with our above understanding, we are now proceeding to cash the check.

Yours very truly,

W. A. MAIN
Attorney

cc - Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Copy - Merchant 3.8.67

RECEIVED
MAR 1 - 1967
FOR FILING
F-4.3-1 (1-)
6268

February 28, 1967

Ms. Virginia Coughman
Post Office Box 396
Long Beach, Washington 98631

Dear Ms. Coughman:

Reference is made to your February 22 letter concerning tolls on the Astoria-Megler Bridge.

The Oregon State Highway Commission has been studying the matter of an optimum toll schedule for some months and has had an independent consultant examine the situation. The consultant has submitted some preliminary figures but has not as yet made his formal report. Unfortunately, the press released this material prematurely, before the Commission has had an opportunity to fully study and analyze the recommendations. Only after a thorough review of all features will any change be considered.

We will see that your letter has the attention of the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms ja

bc Forrest Cooper
Tom Edwards (enc.)
Victor D. Wolfe

Feb. 22 1967
Long Beach Wash.

Oregon Highway Commission
Salem Ore.

NOTED
R. L. PORTER

REFERRED TO
adams
BY SECRETARY

Virginia Coughman
P. O. Box 396
Long Beach, Wash.
98631

Porter

Gentlemen Sir.

I see by todays papers you are thinking of raising the Bridge toll. I dont know what you are trying to do here. We used to be in Business and we would always rather have a full house at a lower cost than just a few at a higher one.

I lost my husband last year and I do not go to Astoria as often as I would like to on account of the 3.00.

Many others feel as I do but grumble to themselves.

If the toll is raised many here can go to Longview and have more stores to choose from and that wont help the local any.

So you had better think twice before you do any thing drastic.

I am

Virginia Coughman

RECEIVED
FEB 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1967
FOR FILING

F 0031 (14)

6268

February 24, 1967

Mr. Walter R. Holmstrom
Contracting Manager
American Bridge Division
United States Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Holmstrom:

We are in receipt of your letter of February 23 concerning Price Agreement No. 11 covering your claim for form lumber and handrail losses.

We have no objection to adding the phrase "Execution of this agreement by Contractor shall not be construed as a waiver or relinquishment of Contractor's claim for damages for delays on this project" to the Price Agreement.

Would you please add the phrase, initial the addition, execute the Price Agreement and return to this office for further handling.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
C. H. Maison (enc.)
L. H. Young (enc.)
E. S. Hunter (enc.)
R. D. Asburry (enc.)
Robert Cunningham (enc.)

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

F. GORDON SHAW
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

February 23, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: ABD Order V-8562-70; Contract 6268
Columbia River Bridge at Astoria, Oregon

Dear Mr. Edwards:

We wish to acknowledge receipt of Price Agreement No. 11 dated February 8, 1967, which agreement covers our claim for form lumber and handrail losses as discussed in our meeting with you in your office on February 2.

We are in agreement on the price established in this change order; however, we feel the first sentence of the typed paragraph in the bottom half of the agreement is objectionable and should have a sentence added to it as follows:

> "Execution of this agreement by Contractor shall not be construed as a waiver or relinquishment of Contractor's claim for damages for delays on this project."

If this change can be made to Price Agreement No. 11, we would be happy to sign it.

Very truly yours,

Walter R Holmstrom

Contracting Manager

WRH:ln

cc: Messrs. D. A. Bergman
H. N. Johnston
W. A. Main
F. A. Yerke

RECEIVED
FEB 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

4767

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1967

Robert L. Allen
Boyrie and Miller
Attorneys
432 Pittock Block
Portland, Oregon 97205

Re: Paint Spray Damage Claims
Hartford Insurance Group
Portland-Vancouver Interstate Bridge
Contract No. 6815

Astoria-Megler Bridge
Contract No. 6268

Dear Mr. Allen:

Your letter of February 1, 1967, addressed to Mr. Floyd Query, Secretary of the Highway Commission, has been referred to the undersigned for reply.

As to the Astoria Bridge, it should be noted that there were two painting subcontractors on this project, Mr. Nesheim and Runnels Industries, P. O. Box 1129, Richmond, California. Either or both of these subcontractors might have been involved in the claims which you have. Our final voucher to U. S. Steel, prime contractor on the Astoria Bridge project, was mailed on January 4, 1967. We understand that United States Steel has taken steps to protect itself against claims such as yours, as between itself and the subcontractors.

We recognize that legal action against the contractors on such claims, especially if the amount is relatively small, is in many respects an unsatisfactory solution for one in your client's position. However, the vast majority of our contractors have recognized their responsibilities in similar matters, and we can recommend no effective remedy "through the State Highway Department" as suggested in your letter.

The state is protected by hold harmless agreements from the prime contractors, as to which the contractors' respective sureties are also obligated. U. S. Steel's surety on the Astoria Bridge project is Federal Insurance Company, a New Jersey corporation, which may be contacted through its resident

agents, Marsh & McLennan - Cosgrove & Co., Inc., Equitable Building, Portland. The address of their home office is Federal Insurance Company, Chubb & Son, Managers, 90 John Street, New York 38, New York.

As to the Portland-Vancouver Interstate Bridge, Mr. Nesheim's surety is United Pacific Insurance Company, Fidelity and Surety Department, P. O. Box 1216, Tacoma, Washington.

We are contacting both U. S. Steel and Mr. Nesheim with a request for a report as to the status of your claim. However, candor requires that we caution you against any over-optimism as to the effectiveness of such a request at this time.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:AHJ:gw

cc: Floyd Query
General Files
Ivan Merchant (2)
A. H. Johansen

RECEIVED
FEB 28 1967

LAW OFFICES
BOYRIE AND MILLER
432 PITTOCK BLOCK
PORTLAND, OREGON 97205

TELEPHONE
227-3557

EDWARD A. BOYRIE
F. BROCK MILLER, JR.
BOYD J. LONG
JOHN H. OTTING
ROBERT L. ALLEN

file

February 1, 1967

Geo. Kelly
Could you give me reply, preferably
to Pedagogical checked.
76

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

3 copies of this letter to Johansen 2-10 at his request

Re: Andrew Nesheim

Dear Mr. Query:

Thank you for your letter of December 27, 1966.

I followed the suggestion which you made in that letter and have presented my claims to the principal contractors for the Interstate Bridge and the Astoria Bridge, Andrew Nesheim and United States Steel Corporation respectively.

The United States Steel Corporation has answered (6268) through its attorneys and disclaims liability on the basis of a contractual provision in its contract with Andrew Nesheim.

I have sent Andrew Nesheim several letters stating (6815) our claim and requesting that he answer. He has not shown us the courtesy of any answer whatsoever.

I trust that there is some procedure by which the citizens of this state can reach a contractor hired by the state and make him account for his liabilities. I will appreciate your cooperation in advising me as to any remedies which are available through the State Highway Department, and I will also appreciate your assistance in getting some response from Mr. Nesheim.

Thank you.

Very truly yours,

Robert L. Allen

ROBERT L. ALLEN

RLA/cd

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1967
FOR FILING

f-003-1 (16)

Salem, Oregon
February 17, 1967

MEMO TO THE FILE

The Honorable Dan Thiel called this date, stating that one of his constituents was under the impression that he had to drive to Salem to purchase scrip if he desired to use it for his logging operations over the Astoria Bridge.

I find this not to be the case; that scrip is sold by mail, but it is only sold at Salem.

I have discussed this with Mr. Maison. He states that within the next ten days or two weeks, he will make the necessary arrangements and furnish scrip to the Astoria office to be sold at that location.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
R. B. Sipprell
Victor D. Wolfe
E. S. Hunter
C. H. Maison
R. D. Asburry
R. M. Smith

[illegible]
FEB 17 1967
FOR FILING
F-00341(10)
6268

February 16, 1967

Mr. Walter R. Holmstrom
Contracting Manager
American Bridge Division
United States Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Astoria Bridge Superstructure
Contract No. 6268
Price Agreement No. 11

Dear Mr. Holmstrom:

Enclosed for your approval, please find Price Agreement No. 11 written against the subject project and covering final settlement of all claims for work actually done on the jobsite, with the exception of certain paint damage claims. Settlement of these paint damage claims was previously covered in a meeting between State Highway and U. S. Steel personnel, wherein the State agreed to split costs with the paint subcontractor for all claims under $50 arising out of damage to cars which occurred while crossing the bridge between the time of opening to traffic and the completion of Stage 1 work. This agreement includes payment to the subcontractor for the following:

1. Reimbursement for costs of additional deck form lumber which was purchased for use in the south half of the main truss for purposes of acceleration of the construction schedule and subsequent opening of the bridge to traffic.

2. Rebate to the contractor for any overcharge (above actual cost) of installing an epoxy patch on the deck of Span 171.

3. Reimburse the contractor for actual cost of metal handrail material which was stolen from the structure after opening the bridge to traffic. The stolen material was replaced by the contractor.

The lump sum of $6,450 for Items 1 and 2 is that agreed to in our meeting on February 2, 1967.

The payment for metal handrail materials stolen from the jobsite is in accord with your original billing for same.

Payment for the above will be made on a post final estimate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
E. S. Hunter
R. D. Asburry
Robert Cunningham

RWE:mb/TE:ja

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

F. GORDON SHAW
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

February 10, 1967

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Subject: ABD Order V-8562-70; Contract No. 6268
Columbia River Bridge at Astoria, Oregon

Gentlemen:

Reference is made to our meeting of February 2 in your office, at which time we discussed our claim for form lumber and our claim for the lost material consisting of aluminum handrail.

This is to advise that our subcontractor, Elterich and Del Guzzi, have agreed to your offer of $6,450.00 as payment for the form lumber claim. Will you, therefore, please issue a change order to cover this item as well as one to cover the agreement on Portland Iron and Wire Company's loss?

Thank you very much for your consideration.

Very truly yours,

Walter R Holmstrom

Contracting Manager

WRH:ln

Copy memo 2-15-67

RECEIVED
FEB 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RWE
file copy

FORM S-30 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1967

SUBJECT:

To: MEMO TO THE FILE

PA "11"
Item 11 L
(... Unit 3)

I met with representatives of the American Bridge Division of United States Steel this date concerning some claims attendant to the opening of the Astoria Bridge prior to completion of the Stage 1 operation. Stage 1, for review, included all work on the U. S. Steel contract exclusive of the painting which might not have been completed at the time the balance of the work was finished.

In further review, due to the excessively heavy traffic loads on the ferries, it was deemed advisable to open the bridge to traffic immediately upon placement of the last pour of curb and parapet rail. This pour was completed on July 27, 1966 at 6 p.m.; the bridge was opened to traffic on July 29, 1966 at 6 a.m.

In regard to opening of the bridge prior to completion of Stage 1, I met in negotiation with the prime contractor and all of the subcontractors involved. Also attending this meeting as an uninvited spectator was Representative William Holmstrom.

I agreed at that meeting that such additional costs as the contractor might suffer due to traffic interference with the balance of his work would be paid for by the State. All of these items have now been covered with one exception. This is the matter of paint damage to cars. It was agreed that the State would pay for cleaning crews to be placed at each end of the bridge to remove any fresh paint which dropped on vehicles passing through. This was done. It was further agreed that since the contractor had $50 deductible paint insurance, the State would split the cost of the $50 claims which might be paid for or arise as a result of paint damage to cars crossing the bridge up to the time of completion of Stage 1. It was felt that this should not be an excessive

Bob - Does Commissioner Howe need a copy? Believe Chet Myers and Glenn Jackson did. Paul Lysaker

NOTED
R. W. ELLISON

amount, inasmuch as the cleaning crews would normally remove the paint which might have fallen on vehicles. No claim has been presented to this date. All other items, as stated before, have been settled.

The main point of discussion at today's session involved the claim of the subcontractor, Eltrich and Del Guzzi, having to do with extra form lumber which they were required to purchase to maintain the pouring schedule established by the State to insure early opening. Eltrich and Del Guzzi claim they suffered an additional cost of $11,000, secured some salvage value from the lumber, and have a bill of $8,600.

Examination of the files and questioning of the participants involved indicate there was conversation concerning the extra form lumber. The basic facts are these:

1. On August 1, 1965, U. S. Steel was given possession of Pier 169.

2. MacMurray, who was their superintendent, expressed the opinion that he could connect the steel across the main channel by January 1, 1966.

3. It became apparent that deck pouring schedules would have to be expedited in order that traffic could be placed across the bridge in the summer of 1966.

4. Additional reinforcing steel was placed in the deck and additional cement in the concrete to insure seven-day occupancy of the deck by the cement contractor, Eltrich and Del Guzzi.

5. Eltrich and Del Guzzi's pouring schedule was slow in start and slow in progressing.

6. Certain steps were taken to increase the efficiency of their operation. These included increasing the number of panels which could be poured in one pour and completely rearranging the pour schedule on the main span.

7. Eltrich and Del Guzzi were instructed to secure the extra deck form lumber to the end that the deck on the main span would be formed and the reinforcing steel in place by the time the spans approaching the main span were ready for occupancy by concrete pouring machinery.

8. The file is not clear as to whether an actual commitment was made to pay for the additional form lumber. It is clear that it was discussed.

9. Walter Grosz of U. S. Steel, with whom discussions were held, and who issued the order to Eltrich and Del Guzzi to purchase the lumber, has since retired and is in ill health.

10. Since the record is unclear as to any actual commitment as to payment for the form lumber, I have negotiated a settlement not to exceed $6,450. It is felt that, even though Eltrich and Del Guzzi had to buy $11,000 worth of additional form lumber, they did in fact reap benefits by reduction of the number of days which they were on the project and they did receive some salvage from the sale of the form lumber after the job was completed, $6,450 is the maximum that can be allowed.

11. In addition to the above, there has been a questionable item of settlement involving an epoxy patch to be placed by State forces on the approach span at the north end of the main structure. This was estimated to cost $2,195 and this amount was deducted from U.S. Steel and in turn by them from Eltrich and Del Guzzi. It was agreed at this day's negotiating session that the epoxy patch would be placed by the State at cost and a credit given to Eltrich and Del Guzzi, but that this credit would be deducted from the $6,450 which I have agreed to recommend as payment for additional form lumber.

Stated on another basis, it appears that the estimate for the epoxy patch may have been as much as $1,000 too high. In this case, the $1,000 would be returned to Eltrich and Del Guzzi and they would be given another $5,450 for form lumber. Again, in summation, they shall not receive more than $6,450 in any event.

ORIGINAL SIGNED
TOM EDWARDS

TE:ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
E. S. Hunter
C. H. Maison
L. H. Young

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 6 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

6268

American Bridge

DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

F. Gordon Shaw
DISTRICT CONTRACTING MANAGER

Walter R. Holmstrom
CONTRACTING MANAGER

January 3, 1967

Mr. I. D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: ABD Order V-8562-70, Contract No. 6268
Columbia River Bridge - Astoria, Oregon

Dear Mr. Merchant:

Last November 9 we presented to Mr. Cunningham's office invoice number X-7778 in the amount of $263.74 which covered pilferage on the job after the bridge had been opened to traffic. The material stolen consisted of aluminum posts and rails which would not have been lost had the bridge been closed to traffic and Portland Iron and Wire Works been able to do work as originally planned.

Due to the fact that this invoice was returned to us on December 15 by Mr. Cunningham we rechecked with our subcontractor to find if this loss was covered by insurance. We have been told that they do not carry insurance to cover lost or stolen material as the cost is prohibitive; consequently, this loss cannot be recovered through that means.

Will you kindly reconsider your former rejection of this claim as we feel it is definitely due to early opening of the bridge to traffic and, consequently, should be charged to that account.

Very truly yours,

Walter R Holmstrom

Contracting Manager

WRH:ln

cc: Mr. R. O. Cunningham

NOTED
I. D. MERCHANT

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 4 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

6268

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM, 97310~~
Astoria, Oregon
Dec. 15, 1966

Columbia River Bridge at Astoria
Contract No. 6268
Bridge No. 7949
Stolen material

American Bridge Division
U.S. Steel Corp.
506 S.W. 6th. Ave.
Portland, Oregon

Dear Mr. Holmstrom:

Transmitted herewith please find invoice number X-7778 from Portland Wire and Iron Works in the amount of $263.74 covering material stolen from the Astoria work site. This has not been approved as the watchmen employed by your subcontractor were supposed to have prevented such pilferage.

If you have further questions on this matter, please contact our Salem Office as all records have been shipped there to prepare your final payments.

Very truly yours,

R.O. Cunningham
Project Bridge Engineer

ROC:dhb

cc: Mr. R.D. Asburry
Mr. I.D. Merchant
Mr. A.A. Rear
file

Watchmen [illegible] paid for by state (I hope can't they state).
M.R. [illegible] approve [illegible]

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 19 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6 AM

FROM: | NOTE AND | NOTE AND | RETURN W | NOTE AND | PLEASE AN | FOR YOUR | COMMENTS

OSHD E 1001 REV. SP**F224

620

ATE HIGHWAY DEPARTMENT

EPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1966

FILED
DATE

SUBJECT: Thursday, July 28

To: Memo To The Files

pay part of paint damage

The meeting was held in the American Bridge Company office in Astoria and present were Mr. Walt Holstrom, American Bridge Co., Mr. Mel Brennen, American Bridge Co., Mr. Louis Eltrich, Eltrich and Del Guzzi and Mr. Dick Hart, Eltrich and Del Guzzi and for the Highway Department, Mr. Asburry, Mr. Edwards, Mr. Cunningham, Mr. Rear; representing the painter, Mr. Andy Neheim.

To start the discussion Mr. Holstrom asked if we intended to answer his last letter. Mr. Edwards said yes, but first they want to discuss what we think the extra costs will be, then discuss what American Bridge thinks may be extra costs, and third, discuss with Salem and decide whether the structure should be opened -- after this the letter would be answered.

The State proposes...

1. To furnish and operate a pilot car to guide traffic through the work area.

2. The State will furnish flagmen at the check points. These men will be in radio contact with pilot car.

3. The contractor will furnish and the State will pay for flagmen at work points as are deemed necessary by the contractor. These men will be paid for on an extra work order.

4. Watchmen on off shifts will be furnished at State expense except that one watchman will be paid for by the contractor or his subcontractors or some combination.

FROM: . | ☐ NOTE AND | ☐ NOTE AND | ☐ RETURN W | ☐ NOTE AND | ☐ PLEASE AN | ☐ FOR YOUR | COMMENTS

OEND E 108X REV. 1
SP-F224

620

ATE HIGHWAY DEPARTMENT

EPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1966

NOTED
SAVED

SUBJECT: Thursday, July 28

To: Memo To The Files

[illegible] of to
pay part of paint damage

see ltr 2

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4. Watchmen on off shifts will be furnished at State expense except that one watchman will be paid for by the contractor or his subcontractors or some combination.

5. The State will pay for such laborers as necessary to keep a 12 foot lane clear for traffic. The work is to be directed by the engineer and will be paid for on extra work order.

6. The State will furnish and operate a broom and magnet in cooperation with the contractor and as directed by the resident engineer.

7. The contractor will use the area on the south and east sides of the curve on the Astoria approach for parking his employees cars. This parking area will be inside of the flag points.

8. The contractor and the State will agree daily on the amount of delay caused by traffic to such activities as loading and hauling lumber, moving painting operations and so forth.

9. The State cannot furnish insurance nor can they insure the contractor but they are willing to pay the cost. The item of greatest concern are the small claims. The State will split the costs with the paint subcontractor for all claims under $50 in which the subcontractor is obligated to pay and the State will split the costs of all claims under $100 in which Eltrich and Del Guzzi is required to pay.

10. The State will pick up the extra costs involved in stripping arising out of a two shift operation and will be computed on the basis using the same formula as was used for the parapet rail pouring.

11. Delays will be recorded and agreed upon daily. This arrangement will be tried for a week and if it does not function it will be renegotiated.

12. The State requested the contractor carry on his operations so that it is not necessary to work on both sides of the bridge in the same location at the same time, in other words, shift his sacking and finishing operations so that it is easy to get between the two sets of workmen.

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12. The State requested the contractor carry on his operations so that it is not necessary to work on both sides of the bridge in the same location at the same time, in other words, shift his sacking and finishing operations so that it is easy to get between the two sets of workmen.

13. The State will pick up the costs of the extra moving caused by the deck grinding equipment. This could amount to one move per joint.

14. The State has been put on notice that the supplier of the joint material will not quaranty his work when it is installed under traffic. Contractor was instructed to order extra joint material in case of damage to some of the material.

15. The alignment of the travelled way through the project will be at the convenience of the contractor within reason.

A. A. Rear
Assistant Bridge Engineer

AAR:jf

Form CB-21 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: T. Edwards

DATE: February 13, 1967

In reply refer to: 08-35.6

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Washington - Oregon Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure, Contract No. 6268

Your letter of January 6, 1967 requests our concurrence in the time extension granted on this contract by the Highway Commission.

On the basis of data furnished with your letter of May 17, 1965 and other information available at this time which show that work on this contract was delayed by the work under the substructure contract, we do concur in extending the dates of completion of the Stage 1 work to October 7, 1966 and the Stage 2 work to November 9, 1966, which dates were the actual completion dates of the work.

NOTED
TOM EDWARDS

Copy mailed to Klabere Young 2-15-67

RECEIVED
... OF
...AY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-169—5M

OREGON STATE HIGHWAY DEPARTMENT

C1-N

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Astoria Bridge, Steel Superstructure Date Feb. 8, 1967

Highway US 101 Contract No. 6269

County Clatsop Prefix I-1305

Contractor U. S. Steel Corporation F. A. Project No. F-003-1(16)

Address Standard Plaza Building, Portland, Oregon Price Agreement No. 11

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: (1) Reimburse contractor for State's share of additional deck forms which were purchased to accelerate bridge construction. (2) Adjust cost of making epoxy patch on deck in span 17L. (3) Reimburse contractor for all hamroll materials stolen after the structure was opened to traffic.

Locations by station numbers:

Astoria Bridge

Names of pay items, estimated quantities and agreed prices:

Items (1) and (2) agreed price (lump sum) - - - - - - $ 6,450.00
Item (3) agreed price (lump sum) - - - - - - 263.74

Total agreed price - - - - $ 6,713.74

WDH "Execution of this agreement by Contractor shall not be construed as a waiver or relinquishment of Contractor's claim for damages for delays on this project."

Specifications, basis of measurement and other provisions:

The agreed price shall constitute final payment in settlement of all jobsite claims on this project except for the State's share of paint damage claims. The State has previously agreed to split the costs with the paint subcontractor for all claims under $50.00 in which the subcontractor is obligated to pay, said agreement to apply only on claims made after opening of the structure to traffic.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$11,387,192.75
Present estimate of project cost, including $ 6713.74 for work under this order	$10,167,176.19
Expected ~~under-run~~ over-run (amount)	$ 920,013.56
Expected ~~under-run~~ over-run (per cent)	8.1

Space to right of this line is for use of Salem Office

Submitted by: Cunningham
Resident Engineer

Signed Walter E Johnston
Contractor

Approval Recommended: Asberry
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: ORIGINAL SIGNED TOM EDWARDS
~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer ~~or Office Engineer~~.

State Printing

RECEIVED
JAN 24 1967

FOR FILING
F. 06 3-1 (16)

6268

January 24, 1967

Glens Falls Insurance Group
901 South East Oak Street
Portland, Oregon 97214

Attention: R. P. Benoich
Claims Representative

Gentlemen:

This will acknowledge your letter of January 23 concerning numerous spray paint claims incurred in the painting of the Astoria Bridge.

Runnels Industries, according to our records, was a subcontractor under United States Steel Corporation, 506 S. W. 6th Avenue, Portland.

Final payment on this contract which bears our number 6266 is being processed and will soon be released to United States Steel Corporation.

The State in considering claims against contracts looks to the principal contractor only. We suggest that you make your claims known to the United States Steel Corporation.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

F4:gc

cc: United States Steel Corporation
506 S. W. 6th Avenue
Portland, Oregon

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

901 SOUTH EAST OAK STREET, PORTLAND, OREGON 97214 · TEL. 235-8603

THE GLENS FALLS GROUP

January 23, 1967

Mr. Jack Meyers
Secretary of State
State of Oregon
Salem, Oregon

Policy No. : PFD 75 95 83
Insured : Louis E. Hilliard
File No. : MDP
D/Loss : 8/10/66

Dear Mr. Meyers:

We have had numerous spray paint claims that have arisen in the Astoria area and we are unable to locate Runnels Industries, the painting contractors on the Astoria Bridge, to make claim against.

We are wondering at this time if there are any monies still being held by the State that we can make claim against since we are unable to locate Runnels Industries, other than to know that they are somewhere in or around the San Francisco area. I would appreciate hearing from you.

Very truly yours,

R. P. Bencich
Claims Representative

RPB/ks

RECEIVED
JAN 16 1967
FOR FILING

F-003.1 (16)
6268

January 16, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6268 awarded to United States Steel Corporation for steel superstructure on the Astoria Bridge on the Oregon Coast Highway in Clatsop County, Oregon, and Pacific County, Washington, was completed on November 9, 1966, and accepted by the Highway Commission on January 13, 1967.

Final payment in the amount of $298,798.51 will be released to the contractor after January 23, 1967. The total contract amount is $10,189,649.49 including $28,111.84 for work performed under force account.

A large number of complaints have been filed for paint damage to automobiles. If you wish, we can send a list of the claims that have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc United States Steel Corporation
506 S.W. 6th Avenue
Portland, Oregon

Marsh & McLennan-Cosgrove & Co., Inc.
Standard Plaza Building
Portland 4, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

I.D. Merchant

FORM E-30 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 9, 1966
Salem, Oregon

SUBJECT: Astoria Bridge Steel
Superstructure
Contract 6124
U. S. Steel Corporation

To: Floyd Query
Secretary to Hwy. Commission

O F F I C E

In the very near future we will be paying a semi-final and final estimate on this contract. The Bridge Division has in its files innumerable complaints from individuals and insurance companies of paint damage to vehicles, this damage allegedly caused by the contractor's painting operations.

Our handling of these complaints has been to pass them along to the general contractor with copies to his surety on the bond. The surety may or may not have been furnished copies of all of the complaints. In your usual notice to the contractor's surety please stress the existance of these many complaints, which, insofar as we know, have never been answered nor satisfied by the contractor. I am afraid that if the contractor does not satisfy these complaints in some way, the State may be held liable.

I can furnish you a list or copies of the complaints that I have in Bridge Department files but am not in a position to know whether or not it would be a full listing of all complaints.

Ivan D. Merchant
Bridge Engineer

CAG:jf
cc: Tom Edwards
C. H. Maison
L. H. Young

RECEIVED
JAN 13 1967
FOR FILING

F-003-1 (11c)
6268

January 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 9, 1966, on Contract No. 6268. The contract was with U. S. Steel Corporation and was for steel superstructure on the Astoria Bridge on the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
R. D. Asburry

bg

RECEIVED
JAN 12 1967

F-003-1 (16)
6768
5217

Salem, Oregon
January 11, 1967

Mr. Forrest Cooper

The following is a summary of paid traffic on the Astoria Bridge from date of opening to and including December 31, plus the tolls collected. Your attention is directed to the fact that the bridge was operated on a "free" basis from 8:00 a.m. to midnight on dedication day during which time 9,051 cars crossed free of charge.

In charting the average daily traffic, 2,909 of these free vehicles have been entered on the charts, it being our assumption, as extrapolated on the graph, that approximately that many vehicles would have crossed the bridge and paid tolls had it not been free. This means, in effect, that the total paid tolls do not agree with the graph by 2,909 vehicles.

MONTH	DAYS	VEHICLES	ADT	TOLL COLLECTED
July	3	10,677	3,559	$ 16,862.99
August	31	79,970	2,666	126,025.48
September	30	50,242	1,675	79,500.55
October	31	27,938	901	45,753.25
November	30	20,290	676	34,601.25
December	31	17,896	577	28,869.25
TOTAL	156	207,013	1,336	$331,412.77

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc R. L. Porter
Victor D. Wolfe
E. S. Hunter
F. B. Crandall

FORM E-20 50M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1967

SUBJECT: Assignment No. 5217-EDW
Paid ADT on Astoria Bridge

To: Mr. Tom Edwards
Assistant State Highway Engineer

The following is a summary of paid traffic on the Astoria Bridge from date of opening, to and including December 31, 1966. Inasmuch as on the bridge opening day in August the bridge was open to free traffic, only thirty days have been computed for the month of August.

Month	Days	Vehicles	ADT	Toll Collected
July	3	10,677	3559	16,862.99
August	31*	79,970	2666	126,025.48
September	30	50,242	1675	79,500.55
October	31	27,938	901	45,753.25
November	30	20,290	676	34,601.25
December	31	17,896	577	28869.25
TOTAL	156	207,013	1336	$331,412.77

* Only 30 days figured in August due to one day free traffic, when only 248 cars paid.

E. S. Hunter
Maintenance Engineer

By E F Chidsey

E. F. Chidsey
Service and Equipment Engineer

EFC:je:jl

RECEIVED
JAN 13 1967

FORM E-30X—50M—7-66

BP*23687-734

FOR FILING

F-003-1 (16)

6-3-8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1967

SUBJECT:

To: Mr. E. S. Hunter
Maintenance Engineer

Please give me a report to January 1 on the performance of each of the six toll collectors with respect to the axles which each collector is either over or short.

In making this summary, note should be taken of the reports which indicated improper equipment operation. They should be eliminated from the totals.

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

Tom - Good memo
1/10/67

DISPOSED
JAN 10 1967
FOR FILING

F-003-1(16)

6268

January 10, 1967

United States Fidelity and
Guaranty Company
Suite 201, Oregon Bank Building
Portland, Oregon 97204

Attention: R. Costanso
Claims Department

Gentlemen:

This is in reply to your letter of January 9 concerning your subrogation claim against Runnels Industries and Andrew Nesheim for paint damage incurred on the Astoria-Megler Bridge our Contract No. 6268.

Runnells Industries and Andrew Nesheim were subcontractors to United States Steel Corporation, 506 SW 6th Avenue, Portland. Under the terms of the contract, the principal contractor is liable for the entire contract including damages which may be incurred in the contract. The State does not recognize subcontractors but looks to the principal contractor only.

This contract has been completed but to this date has not been accepted by the Highway Commission.

If you have not already done so, we suggest that you bring your claim to the attention of the United States Steel Corporation.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
SUITE 201, OREGON BANK BUILDING
PORTLAND, OREGON 97204
TELEPHONE: 503/CAPITOL 7-0464

LOTUS M. CONSER
MANAGER

January 9, 1967

State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Corey

Re: Runnells Industries and Andrew Nesheim - Astoria-Megler Bridge

Dear Mr. Corey:

Enclosed herewith is a copy of a letter we have sent the above contractor stating the basis of our subrogation claim which presently totals $1,066.59 resulting from his painting operations during the summer and fall of 1966.

It is our understanding that other insurance companies have experienced considerable difficulty in collecting expenditures of this type from this contractor and, anticipating that we shall also encounter resistence, we solicit your comment and advice with respect to further handling. Are there any provisions in the construction contract for retaining funds sufficient for the payment of legitimate claims?

Very truly yours,

R. Costanzo

R. Costanzo
CLAIMS DEPARTMENT

RC:md
Enc. - copy of letter

cc: Home Office - Claims - H. B. Atwood, Supt.

RECEIVED
JAN 10 1967
OREGON
STATE HIGHWAY COMMISSION

Portland 114 (12-60)

CARBON COPY FROM
UNITED STATES FIDELITY AND GUARANTY COMPANY
OREGON BANK BUILDING
PORTLAND, OREGON 97204
TELEPHONE: 503/CApital 7-0464

January 9, 1967

~~Pennella Industries and~~
~~Aviraw Nasheim~~
~~P. O. Box 1129~~
~~Richmond, California~~

Re: Astoria - Megler Bridge Painting Operation; summer and fall of 1966
Our insureds: various Our file Nos.: various

Gentlemen:

This company has sustained a series of losses arising out of your painting operations on the above indicated bridge after the involved insureds and the field adjusters were unable to effectuate a satisfactory disposition of their claims by dealing directly with you. These losses were paid under the terms of the comprehensive feature of our policies with our insureds. We now believe that the majority of these claims have been presented to and processed by us; we have three claims pending which do not appear capable of early consummation and, of course, there is still some possibility that new claims will develop. We feel, however, that since we are subrogated to the rights of our insureds by reason of having paid the hereinafter designated losses, you should be put on formal notice of the amount of our outstanding subrogation claim against you together with our indication to you that there will be some additional to that which we itemize herein.

The following is a listing of the each insured, our file number, and the amount paid in satisfaction of the insured's claim:

Insured	File Number	Amount
Van Dusen Beverages	54-APD-34828	$ 40.00
Van Dusen Beverages	54-APD-34872	40.00
James W. Fawcett	54-APD-34927	40.00
Babe Raish Nothwang	54-APD-34953	225.00
Allen Cellars	54-APD-34034	40.00
Robert Alan Olsen	54-APD-35115	98.09
Allen Larson	54-APD-35178	133.00
Frank Wright	54-APD-35179	40.00
Ted Whittaker	54-APD-35180	28.00
Pete A. and Harriett Antoniou	54-APD-35181	40.00
Perrigo Construction Co.	54-APD-35182	40.00
John McLean	54-APD-35183	40.00

(Continued)

Portland 114 (12-60)

CARBON COPY FROM
UNITED STATES FIDELITY AND GUARANTY COMPANY
OREGON BANK BUILDING
PORTLAND, OREGON 97204
TELEPHONE: 503/CApital 7-0464

Insured	File Number		Amount
Brian T. McLean	54-APD-35184	$	40.00
Adolph S. Bergstrom	54-APD-35185		47.50
Kenneth J. and Marjorie L. Classen	54-APD-35186		45.00
James Paul Peaonen	54-APD-35268		45.00
Fred August Lindstrom	54-APD-35271		45.00
Edward P. Weber	54-APD-35272		40.00

These losses were paid after investigation by and on recommendation of the General Adjustment Bureau in Astoria and our files contain material to substantiate the authenticity of each claim. Our total current demand is $1,066.59 and we therefore make demand upon you for that amount. Any additional losses will generate new subrogation demands from us. If you have liability insurance to cover you against claims of this nature, please advise your carrier. Otherwise, we shall expect your response to our subrogation demand within the next ten days.

Very truly yours,

R. Costanzo
CLAIMS DEPARTMENT

RC:md

cc: State Highway Commission
Salem, Oregon
Attention: Mr. Floyd Corey

Home Office - Claims - H. B. Atwood, Supt.

RECEIVED
JAN 9 - 1967

6267.

January 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Astoria Bridge
Steel Superstructure
Contract No. 6268
FAP No. F-003-1(16)

Dear Sir:

I have your Final Construction Inspection Report No. 15 and note your comment concerning time extension.

For your information, Commission action on June 1, 1965 advanced the completion dates for Stages 1 and 2 to April 30, 1966 and November, 1966, respectively, and additional action on April 21, 1966 advanced these dates to August 31, 1966 and July 31, 1967, respectively. Final Commission action on time extension for the contract was taken October 6, 1966, when the date for Stage 1 was advanced to October 15, 1966. All extensions were granted without assessment of liquidated damages.

Actual completion date for Stage 1 was October 7, 1966 and for Stage 2 was November 9, 1966.

These extensions were granted because of failure of the DeLong Corporation to complete Contract 6124 within the time allotted for the substructure work, which denied the steel superstructure contractor access to the work area. In addition to this, the State opened the structure to traffic prior to the expiration of the second time extension, which further delayed the contractor's construction operation.

I assume from the statement in your inspection report that the extensions granted have your concurrence. Will you please confirm this.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

FORM PR-33A (REV. 3-65)

cc: Olympia Office, OSHD(Klaboe) Region Wash DC OSHD (Edwards)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Hoesner, Area Engr

FINAL CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

saf

REGION NO.	REPORT NO.	COUNTY	STATE
8	15	Clatsop, Pacific	Oregon, Washington

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-15-66	R. W. Pillsbury, Bridge Engr	F-003-1(16)

IN COMPANY WITH

R. Cunningham, OSHD; J. Hess, Engr Trainee, BPR

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	95 %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

COLUMBIA RIVER BRIDGE (ASTORIA)
Steel Superstructure

This project was completed in substantial conformity to the governing plans and specifications, and approved modifications on November 9, 1966. The estimated final contract cost is $10,235,000, which is about a 1% overrun of the original bid amount. There were no significant major quantity variations. The bridge was opened for traffic on July 29, 1966.

Time charges on this project have not yet been completely resolved as far as Federal approval is concerned. The original completion dates stated in the contract were April 30, 1965, and November 30, 1965 for the two stages. Stage I was for completion of work except painting, and Stage II was for the completion of the painting. The Bureau, by letter of June 2, 1965 concurred in an extension of 259 days, or to January 14, 1966 and August 16, 1966. The State has since extended the completion dates to October 15, 1966 and July 31, 1967. These extensions have not, however, been concurred in by the Bureau. It is recommended that the time be extended to October 7, 1966 and November 9, 1966, which were the actual completion dates. Such an extension is considered warranted in view of the fact that this contractor was delayed well over a year because of non-completion of substructure work.

The bridge roadway was measured and found to be substantially the 28'0" required.

RECEIVED
CON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 30 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

EDITION OF 5-60 MAY BE USED

RECEIVED
JAN 5 - 1967

Salem, Oregon
January 4, 1967

Acceptance of Contract

Mr. F. E. Kiston
Assistant State Highway Engineer
B U I L D I N G

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission.

Contract No. 6256 with U. S. Steel Corporation for the Steel Superstructure on the Astoria Bridge on the Oregon Coast Highway in Clatsop County, completed November 9, 1966.

L. H. Young
Office Engineer

JK:ck
cc: Floyd Quary
C. H. Nelson
I. D. Morehart

F-003-1(16) Astoria Br. Steel Super- 1963
structure, Columbia River Br.
#6268 Folder # 8

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC DATA BY DAYS FOR ONE MONTH

Route or Highway No. U.S.101 Station No. _____

Location Astoria Bridge

Month December, 1966

Day of Week	Date	24 Hour Adjusted Total
Monday	5	477
	12	362
	19	477
	26	888
	Total	2204
Tuesday	6	448
	13	449
	20	545
	27	744
	Total	2186
Wednesday	7	404
	14	410
	21	519
	28	705
	Total	2038
Thursday	1	465
	8	453
	15	429
	22	695
	29	686
	Total	2728
Friday	2	747.
	9	514
	16	721
	23	737
	30	692
	Total	3411
Week Day Total		12567

Day of Week	Date	24 Hour Adjusted Total
Saturday	3	740
	10	707
	17	704
	24	652
	31	770
	Total	3573
Sunday	4	569
	11	495
	18	482
	25	667
	Total	2213

Average Week Day (A) = 571
Average Saturday (B) = 715
Average Sunday (C) = 553

Average Daily Traffic
For Month = $\frac{5A+B+C}{7}$

5A	2855
B	715
C	553
Total	4123
Average Daily Traffic for Month 1/	589

REMARKS 1/ Includes toll free vehicles

RECEIVED
DEC 1967

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. SHIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FILED
JAN 3 1967
TOM McCALL
SECRETARY OF STATE

December 30, 1966

Claim File
No. 4233

Charles T. Parker Construction Company
P. O. Box 40186
Portland, Oregon 97220

NOTED ON CARD

Gentlemen:

This is to acknowledge your claim letter of December 22 stating that Brookfield Readymix owes you for equipment rental in the amount of $2,173.50.

From the description given in your letter, this appears to be in reference to the U. S. Steel Corporation, Contract No. 6/68, for steel superstructure on the Columbia River Bridge on the Oregon Coast Highway in Clatsop County, Oregon, and Pacific County, Washington.

The surety on this project is the Federal Insurance Company through Marsh and McLennan-Cosgrove & Company, Inc., Equitable Building, Portland 4. We will advise them of the receipt of your claim letter and we will also forward your letter to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Federal Insurance Company
Marsh and McLennan-Cosgrove & Co., Inc.
U. S. Steel Corporation
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
JAN - 5 1967
OREGON
STATE HIGHWAY COMM'

PHONE 288-5651

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS
P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

December 28, 1966

Mr. Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon 97310

Dear Sir:

Thank you for your letter of December 27, 1966, giving us the name of the Prime Contractor on State Contract #6268, together with name of Bonding Company for the Astoria Bridge.

Kindly file our claim under the bond for the rental of our Mixer Trucks, fully operated, to Brookfield Readymix in supplying transit mix concrete to Eltrich and Del Guzzi, sub-contractors under U.S. Steel Corporation, Prime Contractors. The amount due us for rental on Contract #6268 is -

147 hrs. @ $14.00 per hr.	$2,058.00
Operator's Overtime - 42 hrs. @ 2.75 hr.	115.50
	$2,173.50

Kindly notify the surety as well as the contractor and see that the claim is filed with the Secretary of State.

Thanking you for your cooperation, we are

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By _____
V. B. Woolcutt

VBW:dab

cc: Veatch, Lovett & Stiner

RECEIVED
DEC 29 1966
OREGON
STATE HIGHWAY COMMISSION

UNITED PACIFIC INSURANCE GROUP

SYMBOL OF SERVICE

PORTLAND BRANCH: 415 S.W. 10th AVENUE • PORTLAND, OREGON 97205

4624

DEC 30 66

December 9, 1966

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Forrest Cooper
State Highway Engineer

Re: Paint overspray on the
Interstate Bridge

Gentlemen:

You will note from the attached photocopy of a letter from Continental National American Group that they are the liability insurance carrier for Mr. Andrew Nesheim, the contractor who was painting the Interstate Bridge. Further correspondence in this regard should be directed to them or directed to Mr. Nesheim.

As a matter of fact, our company has several claims pending against Mr. Nesheim. Since we have had no responce to any of our letters to him requesting reimbursement, we have turned all our claims over to our attorney for action against Mr. Nesheim.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

M. L. Erickson

M. L. Erickson
Claim Department

MLE:sb
Enc.

Copy to Newton
12-30-66

NOTED
TOM EDWARDS

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

CONTINENTAL NATIONAL AMERICAN GROUP

GENERAL ADMINISTRATIVE OFFICES: 310 SOUTH MICHIGAN AVENUE/CHICAGO, ILLINOIS 60604

CASUALTY, FIRE & SURETY CLAIM BRANCH OFFICE
727 WASHINGTON BLDG.
SEATTLE, WASHINGTON 98111
AREA CODE 206 • MA 2-7410

September 23, 1966

United Pacific Insurance Group
415 S. W. 10th Avenue
Portland, Oregon

RECEIVED
SEP 26 1966
UNITED PACIFIC INSURANCE GROUP

Attention: M. L. Erickson

Re: Insured: Andrew Nesheim
Your Insured: Various
(Paint overspray on the Interstate Bridge)

Gentlemen:

You have submitted various subrogation claims to us as the insurers of Andrew Nesheim d/b/a We Painter's Inc. These claims allegedly arise out of paint damage to your insured's vehicles caused by Mr. Nesheim's negligence.

Our policy is subject to a fifty dollar($50) deductible per claim for paint damage. Because of his financial interest Mr. Nesheim prefers to handle such claims personally without our interference.

We are submitting your claims to Mr. Nesheim with a carbon copy of this letter. Please refer your further inquiries to Mr Nesheim.

Sincerely yours,

R. J. Zaremba

Ronald J. Zaremba
Representative

RJZ/km

cc/ We Painters, Inc.
Box 34
Lynnwood, Washington

CONTINENTAL CASUALTY CO.
TRANSPORTATION INSURANCE CO
NATIONAL FIRE INSURANCE CO. of Hartford
TRANSCONTINENTAL INSURANCE CO.

RECEIVED
DEC 27 1966
Files Section
F-00621 (16)
6268

December 27, 1966

Boyrie and Miller
Law Offices
432 Pittock Block
Portland, Oregon 97205

Attention: Mr. Robert L. Allen

Gentlemen:

Your letter of December 22 inquires as to what procedure to follow in collecting paint damage claims suffered on the Interstate Bridge at Portland and the Astoria Bridge across the Columbia River.

The prime contractor for painting the Interstate Bridges at Portland is Andrew Nesheim, P.O. Box 334, Lynnwood, Washington.

The prime contractor on the Astoria Bridge is United States Steel Corporation, 506 S. W. 6th Avenue, Portland.

Under the terms of each of these contracts, the contractor is responsible for damages which may have been incurred. The State recognizes only the principal contractor, and subcontractors are responsible to the principal contractor.

If you have not already done so, it is suggested that you present your claims to the principal contractor. We do not have any forms to use in this situation.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

EDWARD A. BOYRIE
F. BROCK MILLER
BOYD J. LONG
JOHN H. OTTING
ROBERT L. ALLEN

LAW OFFICES
BOYRIE AND MILLER
432 PITTOCK BLOCK
PORTLAND, OREGON 97205

TELEPHONE
227-3557

December 22, 1966

State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Floyd Query

Dear Mr. Query:

This office has been asked to handle the property damage claim of a number of people who suffered damage as the result of paint overspray on the Interstate Bridge and the Astoria Bridge. These are people who were insured by the Hartford Insurance Group, and Hartford has forwarded the files to this office. I am holding claims in the amount of $523.71 on the Interstate Bridge, and in the amount of $334.50 on the Astoria Bridge.

I wrote a demand letter to Mr. Andrew Nesheim, P.O. Box 334, Lynnwood, Washington, on October 17, 1966, and have received no response. I am informed by Mr. Allan Harwood in Portland that there is a procedure for withholding funds sufficient to reimburse the parties who were injured by the paint overspray. Please advise me as to what procedure to follow and forward any forms that will be of assistance.

Thank you for your attention to this matter.

Very truly yours,

Robert L. Allen

ROBERT L. ALLEN

RLA/cd

RECEIVED
DEC 23 1966
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT
DEC 27 1966
FOR FILING

F 1.3 (1.)
6214

December 27, 1966

Charles T. Parker Construction Company
General Constructors
P.O. Box 20188
Portland, Oregon 97220

Attention: Mr. V.B. Woolcutt

Gentlemen:

In your letter of December 22, you request the name of the bonding company for Eltrich and Del Guzzi for work on the Astoria Bridge.

Our records show that Eltrich and Del Guzzi were subcontractors to U.S. Steel Corporation, 506 S.W. 6th Avenue, Portland, on our Contract No. 6268.

The State recognizes only the principal contractor and we do not have the name of the bonding company for Eltrich and Del Guzzi.

The bonding company for U.S. Steel Corporation, however, is the Federal Insurance Company; their agent being Marsh and McLennan-Cosgrove & Company, Inc., Equitable Building, Portland 4.

If you wish to file your claim with us against Brookfield Company Readymix, please let us know and we will notify the surety and the contractor. Also, we will see that the claim is filed with the Secretary of State.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:flm

PHONE 288-5651

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

P. O. Box 20188
6457 N. E. Columbia Blvd.
Portland, Oregon 97220

December 22, 1966

CERTIFIED MAIL

United Pacific Insurance Co.
1000 - 2nd Avenue
Seattle, Washington

Gentlemen:

This letter will serve as our notice of unpaid rental for concrete mixer trucks supplied Brookfield Co. Readymix of Astoria, Oregon, in furnishing readymix concrete for the new Astoria Bridge for General Contractor Eltrich & Del Guzzi. The amount due us is $2,719.50 plus interest from June 30, 1966.

We understand that the United Pacific Insurance Co. has bonded the contract and this letter will further serve as our claim against the bond, and we will be pleased to have your confirmation that you have furnished the bond on this work.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By V. B. Woolcutt
V. B. Woolcutt

VBW:dab

cc: Veatch, Lovett & Stiner, 1210 Yeon Building, Portland, Oregon
Brookfield Co. Readymix, Astoria, Oregon
Oregon State Highway Department, Salem, Oregon 97310

RECEIVED
DEC 20 1966
FOR FILES

F-003-1(16)
6268
1217

December 19, 1966

U. S. Steel Corporation
506 S.W. 6th Avenue
Wilcox Building
Portland, Oregon

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Astoria Bridge, Steel Superstructure Section of the Oregon Coast Highway in Clatsop , Oregon and Pacific, Washington Counties, Contract No. 6268, FA Project F-003-1(16).

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:ed
cc: R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young

RECEIVED
DEC 19 1966
6217

F. GORDON SHAW
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

American Bridge

DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

December 15, 1966

Mr. I. D. Merchant
Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: Contract No. 6268, ABD Order V-8562-70
Columbia River Bridge - Astoria, Oregon

Dear Mr. Merchant:

This will confirm the statement made at our meeting with you on December 6 regarding our intention to withhold from final payment an amount of $10,000 from amounts owing Runnels Industries and Andrew Nesheim.

This amount is being withheld in order to protect us from any damage claims unpaid by this company.

Very truly yours,

Walter R Johnston

Contracting Manager

WRH:ln

cc: Messrs. J. J. Hessler
C. S. Shepherd
W. A. Main
H. N. Johnston

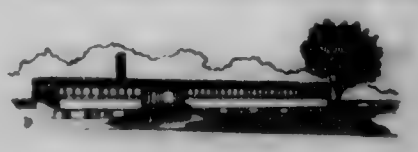
c.c. L. H. Finney
" C. H. Miniman
" Geo. Rutledge
" Ivan Edwards
" R. L. Potter

NOTED
IVAN D. MERCHANT

NOTED
JOM EDWARDS

RECEIVED
DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Preferred Risk Mutual INSURANCE COMPANY



HOME OFFICE, DES MOINES, IOWA

Portland, Oregon
Dec. 13, 1966

Mr. Andrew Neshiem
P. O. Box 334
Lynwood, Wash. 98036

Dear Sir:

This is the second letter I have written in regard to this claim.

On Aug. 8, 1966 while crossing the Astoria bridge a considerable amount of spray paint colledted on my car,as a result of the painting being done by your company. I am enclosing my repair estimates. I would appreciate getting a check for this as soon as possible. If there are any questions concerning this, please give me a call.

Very truly yours,
James O Carter

James O. Carter
1404 N. E. 69th Ave.,
Portland, Ore.97213

CC TO Floyd Query
Oregon State Hiway Bldg.,
Salem, Ore.

America's Original Non-Drinkers' Automobile Insurance Company

RECEIVED
DEC 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1966

Horace Mann Insurance Group
1500 Plaza - Suite 540
1500 N. E. Irving
Portland, Oregon 97232

Re: Paint Spray Damage Claim
Astoria-Megler Bridge
Your Insured: Jeanette Riutta
Your Claim No.: 144930
Accident: September, 1966

Gentlemen:

Please accept our apologies for the delay in responding to your letter of November 21, 1966, relating to the above claim.

We understand that both Runnels Industries and Mr. Andrew Nesheim were painting subcontractors on the Astoria Bridge project. However, the State had no direct contractual relations with either of these parties, since the prime contractor for the steel superstructure on this bridge was United States Steel Corporation, a New Jersey corporation, doing business in Oregon at 309 S. W. Sixth Avenue, Portland 4, Oregon.

During the latter stages of the Astoria project, a treatment center was maintained by the contractor for removal of paint overspray from vehicles damaged as a result of the bridge painting. We understand that the existence of this facility was quite well publicized in the Astoria area.

We are, by copy of this letter, advising the prime contractor and the two subcontractors involved of your claim, and requesting that appropriate steps be taken forthwith.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: Victor Wolfe
General Files
Ivan Merchant
G. E. Rohde
U. S. Steel Corporation
Runnels Industries
Andrew Nesheim

Dedicated To Serving
The Teaching Profession

Horace Mann
INSURANCE GROUP

4441

PHONE 503/233-5141 1500 PLAZA-SUITE 540, 1500 N.E. IRVING STREET, PORTLAND, OREGON 97232

November 21, 1966

NOV 22 66
REFERRED
TO J. Hansen
FOR Please reply - with copy to Woolpert
G. E. ROHDE

REFERRED TO
Admin

RECEIVED
NOV 23 1966
LEGAL & RIGHT OF WAY

State Highway Department
Salem, Oregon

RE: Our Insured: Jeanette Riutta
Claim Number: 144930
Accident Date: 9-00-66

Gentlemen:

In September of 1966, while the Astoria Bridge was being painted, our insured suffered some overspray on her vehicle. We settled with our insured in the amount of $54.50. We were advised that the Runnels Industries, Box 1129, Richmond, California were the contractors for this project. We sent them a letter and the letter came back for a better address. We were then advised that Mr. Andrew Nesheim, Lynwood, Washington was handling these claims. We sent him a letter on October 14, 1966, and we have had no reply from him. Would you please advise us our next procedure or the party we should contact to get this matter settled. Any help that you can give us will be greatly appreciated.

Very truly yours,

E. M. Weber
Branch Claims Manager

EMW:cse

RECEIVED
NOV 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1966
OREGON
STATE HIGHWAY COMMISSION

FORM 6-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
DEC 15 1966
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1966

U. S. Steel Corporation
309 S. W. Sixth Avenue
Portland 4, Oregon

Re: Paint Overspray Claim
Mattson Volkswagen, Inc.
Columbia River Bridge
Astoria, Oregon - Point
Ellis, Washington
Steel Superstructure
Contract No. 6268

Gentlemen:

We are enclosing copies of two letters dated November 22, 1966, from Mattson Volkswagen, Inc. of Astoria, Oregon, setting forth paint spray damage claims arising out of the above project, together with schedule of vehicles involved. This claimant's address is 2050 Marine Drive, Astoria, Oregon 97103.

As you will see, the claimant has written directly to your two painting subcontractors, Runnels Industries and Mr. Andrew Nesheim.

As of this date, we have not been advised as to which, if either, of the subcontractors have made any disposition of this claim. Please be advised that so far as the State is concerned, we will look to you to see that this and similar claims are satisfactorily disposed of.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Encs.
cc: Mattson Volkswagen, Inc.
Runnels Industries
Andrew Nesheim
Victor Wolfe
General Files
Ivan Merchant
G. E. Rohde

4119

NOV 23 66
NOTED
JACK L. SOLLIS

November 22, 1966

Runnels Industries and Nielsen were the subs that painted Astoria Bridge

Runnels Industries
P. O. Box 1129
Richmond, California

Gentlemen:

A number of our cars were damaged by your spray painting operation on the Astoria bridge in September 1966. Our estimate for the damage is $434.50 and it is attached.

We shall appreciate your reimbursing us for the cost to repair our cars, or in the event you have insurance, please refer this to your insurance carrier.

May we hear from you regarding the disposition of our claim?

Sincerely,

MATTSON VOLKSWAGEN, INC.

Robert Mattson,
President

RM:cb
Att.

cc: Oregon State Highway Commission
Salem, Oregon

RECEIVED
NOV 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

COPY

Paint spots from Bridge on following vehicles:

'66 Volkswagen Ser. No. 116403706	$41.00
'66 Volkswagen Ser. No. 116544369	40.00
'66 Volkswagen Ser. No. 116803164	37.50
'66 Volkswagen Ore. Lic. No. KBP 689	46.00
'66 Volkswagen Ore. Lic. No. LBS 783	43.00
'65 Volkswagen Ore. Lic. No. KAN 247	45.00
'64 Volkswagen Ore. Lic. No. 6Z 3193	44.00
'60 Volkswagen Calif. Lic. No. HSA 240	51.00
'62 Rambler Ore. Lic. No. JBT 748	40.00
'66 Volkswagen Ore. Lic. No. GBM 308	47.00
	$434.50

COPY

RECEIVED
DEC 13 1966

FORM E-20X—20M—2-66 SP 23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 9, 1966
Salem, Oregon

FOR FILING
F-20[illegible]
6268

To: Floyd Query
Secretary to Hwy. Commission

OFFICE

SUBJECT: Astoria Bridge Steel
Superstructure
Contract 612
U. S. Steel Corporation

In the very near future we will be paying a semi-final and final estimate on this contract. The Bridge Division has in its files innumerable complaints from individuals and insurance companies of paint damage to vehicles, this damage allegedly caused by the contractor's painting operations.

Our handling of these complaints has been to pass them along to the general contractor with copies to his surety on the bond. The surety may or may not have been furnished copies of all of the complaints. In your usual notice to the contractor's surety please stress the existence of these many complaints, which, insofar as we know, have never been answered nor satisfied by the contractor. I am afraid that if the contractor does not satisfy these complaints in some way, the State may be held liable.

I can furnish you a list or copies of the complaints that I have in Bridge Department files but am not in a position to know whether or not it would be a full listing of all complaints.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

CAG:jf
cc Tom Edwards
C. H. Mason
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
DEC 12 1966

RECEIVED
DEC 9 - 1966

FOR FILING
F [illegible] (16)
6268

December 7, 1966

United Pacific Insurance Group
415 S. W. 10th Avenue
Portland, Oregon 97205

Attention: Mr. Stan E. Hopkins
Claims Department

Gentlemen:

Your letter of November 29 calls attention to paint damage claims arising from the painting of the Astoria-Megler Bridge.

The principal contractor on this project is United States Steel Corporation, 506 S. W. 6th Avenue, Portland. Runnel Industries is of record with us as a subcontractor, but we do not have a listing for Andrew Neshein Company.

As you probably know, the State deals only with the principal contractor. Under the terms of this Contract No. 6268, the contractor is responsible for damages such as caused by paint spray.

We are forwarding a copy of your letter to the American Bridge Division of the United States Steel Corporation at the address mentioned above.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wn

cc American Bridge Division of
the United States Steel Corporation

UNITED PACIFIC INSURANCE GROUP

SYMBOL OF SERVICE

PORTLAND BRANCH: 415 S.W. 10th AVENUE • PORTLAND, OREGON 97205

November 29, 1966

Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query

Contract 6268

RE: Astoria-Megler Bridge Loss
D/Loss - July, August and September
Our File No. - NR Astoria Bridge Claim

Dear Mr. Query:

As your department is quite well aware, there were a number of paint damage claims arising from the painting of the Astoria-Megler bridge, due to the over spraying by the painting contractors. I have been informed that the contractor for the painting of this bridge was Runnel Industries, P.O. Box 1129, Richmond, California, and Andrew Nesheim Company of Linwood, Washington. At the present time our company is faced with a large number of paint damage claims to automobiles as a result of this operation and we have been unable to receive any reply or action from the two above individuals. It is also my understanding that a judgement in the amount of $109.00 was awarded in the Astoria court but has been unable to be collected.

I would like to request any assistance that your office might give our company in recovering our losses from the paint damage resulting from the painting of the bridge. Any information that you can furnish our company would be appreciated.

Yours truly,

UNITED PACIFIC INSURANCE GROUP

Stan E. Hopkins
Claims Department

SEH/dr

RECEIVED

RECEIVED
DEC 13 1966

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1966

To: MEMO TO THE FILES

SUBJECT: Astoria Bridge
Claims by American Bridge Company's subcontractor for Deck Construction
Br. No. 7949

On December 6th, Walter Holmstrom of the American Bridge Company called and desired to meet regarding certain phases of the Astoria Bridge construction. Mr. Holmstrom, Mr. Shaw and Mr. Johnson of the American Bridge Company and Mr. Eldredge and Mr. Del Guzzi were in the office at 2:00 P.M. Robert W. Ellison and the writer represented the State Highway Department.

The meeting regarded Price Agreement No. 10 which had been sent to the American Bridge Company with the stipulation that acceptance of this price agreement was for full settlement of all claims by Eldredge and Del Guzzi. The American Bridge Company refused to sign this price agreement with the above-mentioned wording as Eldredge and Del Guzzi had two additional claims to submit. These claims were for approximately $9,000 to cover additional form lumber purchased by them to speed up the deck-pouring operations. The second item was for approximately 250 yards of concrete which they claimed was poured in excess of that required to do the job. On this item, they were told that there had been no changes in the concrete portion of the operation and as this was a lump sum job there would be no consideration given to any extras because of form variations. They then brought up the question of yield per sack of concrete and Mr. Ellison is to check his files and records to verify the fact that yield measurements had been made throughout the project.

The claim for additional form lumber was at the instigation of myself during a meeting with the American Bridge Company and their subcontractor on February 15th and 16th in Astoria. At that time, methods of speeding up the deck-pouring operations were being explored and instructions were left with Mr. Eldredge and Mr. Del Guzzi to work up a cost for the purchase of additional material to permit them to proceed with deck-forming operations on a portion of the main span prior to the completion of all the approach spans from which the material was supposed to go into the main span. On Tuesday, February 22nd

NOTED
TOM EDWARDS

Mr. Del Guzzi called me from his home in Washington and said that it would take extra material costing approximately $9,000, which figure includes the salvage value. At that time, I instructed him to take this matter up with the American Bridge Company so that we could deal directly with them. Nothing further was heard from either the subcontractor or the prime contractor except for a general statement some time after February 22nd by a representative of the American Bridge Company that they had directed their subcontractor to buy this material and proceed with the work.

At the meeting on December 6th, I requested the American Bridge Company to make a formal submission of this claim and it would be considered.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
George Rohde

RECEIVED
DEC 5 - 1966
FOR FILING

December 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Mr. Parsons:

This is to advise you that work was completed on November 9, 1966, on Contract No. 6268, Astoria Bridge (Steel Superstructure) Section, in Clatsop County, Oregon--Pacific County, Washington, in connection with Federal-aid Project No. F-003-1(16).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: O. A. White
H. S. Cox

VG:ia

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC DATA BY DAYS FOR ONE MONTH 1/

Route or Highway No. US 101 Station No. _____

Location ASTORIA BRIDGE

Month November, 1966

Day of Week	Date	24 Hour Adjusted Total
Monday	7	583
	14	518
	21	503
	28	521
	Total	2,125
Tuesday	1	653
	8	541
	15	526
	22	531
	29	519
	Total	2,770
Wednesday	2	634
	9	514
	16	527
	23	653
	30	463
	Total	2,791
Thursday	3	676
	10	676
	17	511
	24	830
	Total	2,693
Friday	4	717
	11	793
	18	571
	25	1,036
	Total	3,117
Week Day Total		13,496

Day of Week	Date	24 Hour Adjusted Total
Saturday	5	852
	12	921
	19	631
	26	1,016
	Total	3,420
Sunday	6	1,174
	13	839
	20	773
	27	1,004
	Total	3,790

Average Week Day (A) = 613
Average Saturday (B) = 855
Average Sunday (C) = 948

Average Daily Traffic For Month = $\frac{5A+B+C}{7}$

5A	3,065
B	855
C	948
Total	4,868
Average Daily Traffic for Month 1/	695

REMARKS 1/ Includes toll free vehicles.

CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.
BRUNING 700-10
10 X 10 TO THE INCH

ASTORIA BRIDGE TRAFFIC

Vehicles Per Day

3000

2000

1000

DEDICATION 16 MAY 1966 TOLL FREE

ADT 2666

ADT 1667

ADT 901

Aug 1966

Sept.

Oct

5 10 15 20 25 30

Edward F. Ulling
DEC 8 1966

3 Months
ADT 1719

Total 4 Mo Traffic 178,430
Total Collections (4 Mo.) 285,880.53
Av. Per Vehicle $1.6022

4 Months
ADT 1462

2000

1000

ADT 676

Nov

Dec

Jan 1967

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

OFFICE OF
STATE HIGHWAY ENGINEER

11-66

Form A-109—5M

01-H

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge-Steel Superstructure Date 11-30, 19 66

Highway U.S. 101 Contract No. 6268

County Clatsop, Ore.-Pacific, Wn. Prefix 4-1805

Contractor U.S. Steel Corp. F. A. Project No. F-003-1(16)

Address 906 S.W. 6th, Portland, Oregon Price Agreement No. 10

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

This price agreement shall be compensation to the contractor for the claim of extra cost due to the subcontractor, Kiewit and Del Guerd.

Locations by station numbers:

110+20.83 to 114+93.00

Names of pay items, estimated quantities and agreed prices:

Claim of Extra Cost
Lump Sum of $9,927.16 total.

Specifications, basis of measurement and other provisions:

This price agreement shall be compensation for the final and total claim allowable in connection with the work performed by the subcontractor, Kiewit and Del Guerd. Well

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,937,194.00	
Present estimate of project cost, including $ 9,927.16 for work under this order	$ 11,937,194.00	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: R.O. Cunningham Resident Engineer

Approval Recommended: ..... Division Engineer

Approval Recommended: Ivan D. Merchant Construction Engineer or Bridge Engineer

Signed U.S. Steel Corp. Contractor
by Walter R Johnston

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
DEC 5 - 1966
FOR FILE

THE ST. PAUL
INSURANCE COMPANIES

Serving you around the world...around the clock
PORTLAND SERVICE CENTER
1500 N. E. IRVING ST.
PORTLAND, OREGON 97232
233-4951

NOV 29 66

Rohde

REFERRED TO
admin.
BY SEC

State Highway Department
Salem, Oregon

Re: Andrew Newheim
Contractor for the Astoria and Interstate Bridges

Wolfe

Gentlemen:

We would like to know if any provissions have been by Mr. Newheim for the damages to cars that cross the Bridges and are damaged by the spray paint.

We have serval claims against this contractor and would like your reply as soon as possible.

Very truly yours,

Monica L. Hart

Monica L. Hart
Claim Department

Novmeber 28, 1966

RECEIVED
NOV 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 50M 7-66

RECEIVED
NOV 23 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. THOMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1966

United States Steel Corporation
309 S. W. Sixth Avenue
Portland, Oregon

Re: Our File CLC 66-85
Paint Damage Claim
Arvi J. Anderson
Columbia River Bridge
Steel Superstructure
Contract No. 6268

Gentlemen:

Enclosed is a copy of letter dated November 4, 1966, from Mrs. Arvi J. Anderson, wife of the above claimant.

As you will see therefrom, it appears that the Anderson's automobile sustained paint damage in connection with painting operations on the above project, and that after some difficulty repairs were made at the shop on Marine Drive. It also appears that the repairing and repainting was not done properly, according to the claimant, and that the new paint job now is "flecking off." The claimant states that as of November 4, they have sustained an additional $40 in damage, and that they have no assurance that further flaking may not occur all over the automobile.

We trust that you will take steps to see that this matter is satisfactorily taken care of.

Very truly yours,

G. E. ROHDE
Chief Counsel

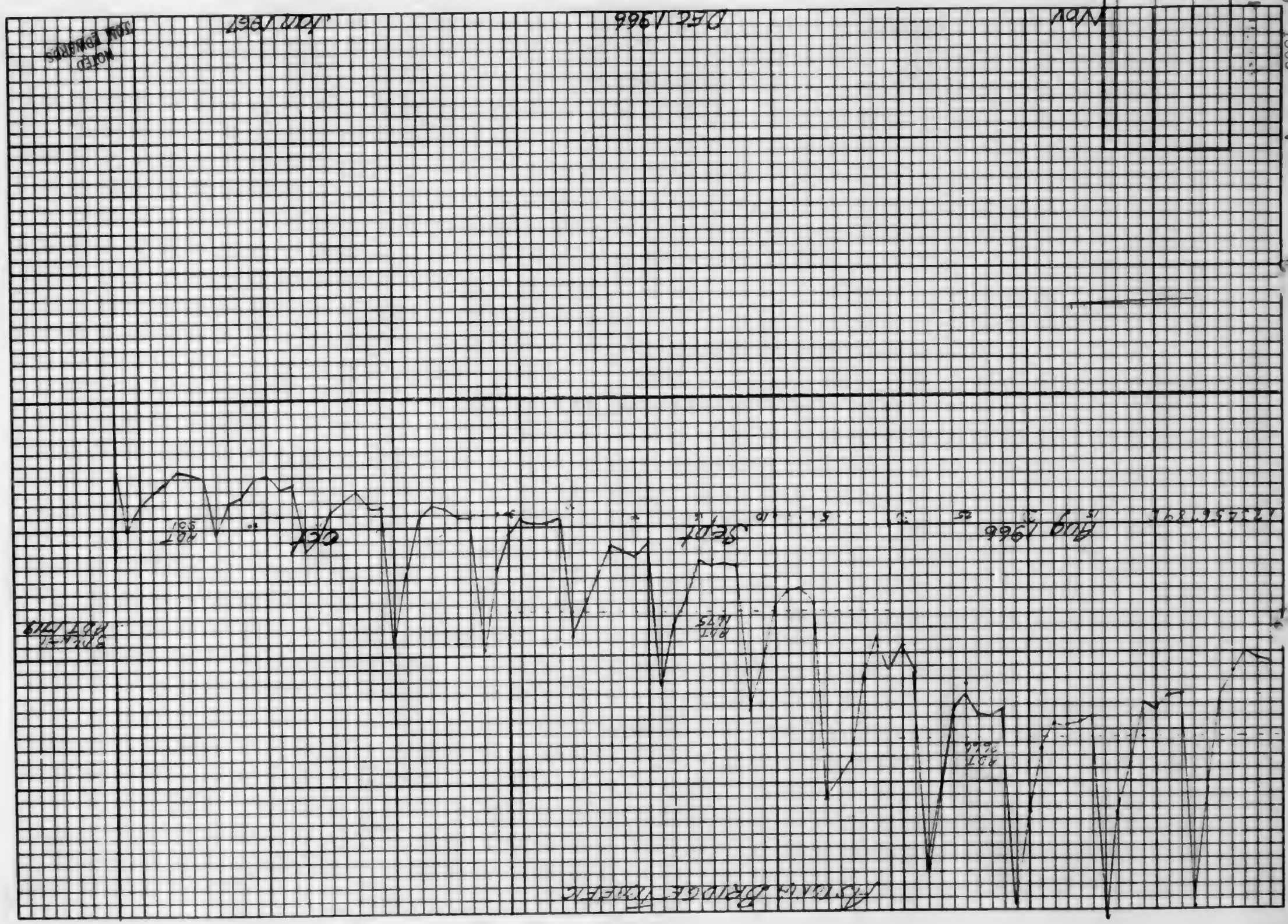
By
ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
Enc.
cc: Tom Edwards
Floyd Query
Ivan Merchant
Robert Cunningham
R. D. Asburry
G. E. Rohde

NOTED
FLOYD QUERY

BRUNING 700-10
10 X 10 TO THE INCH

CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.



4388

NOV 14 66

November 8, 1966

American Bridge Company
c/o C. P. Corporation System
800 Pacific Building
Portland, Oregon

RE: D9-13E-02707 - PAUL PESONEN 8-31-66
D9-13E-02711 - JALMER OREN 7-29-66
D9-13E-02712 - EDWARD ROGERS 7-26-66

Gentlemen:

It is alleged by our assureds that as a result of the painting of the Astoria-Megler Bridge the vehicles of the following assureds sustained damage from spray paint with the costs of repairs being indicated opposite their names.

D9-13E-02707	Paul Pesonen	$64.50
D9-13E-02711	Jalmer Oren	34.50
D9-13E-02712	Edward Rogers	39.50

If you are insured for losses of this type, please send us the name of your insurance carrier and policy number.

Please let us hear from you within the next three weeks as to your intention of settling this claim. If we do not hear from you within that time, we will assume that you are unwilling to make an amicable settlement and we will be forced to take the necessary legal steps.

Sincerely yours,

D. G. MURCHE
CLAIMS MANAGER

NOTED
TOM EDWARDS

DGM:er
cc: Runnels Industries
Andrew Neisheim
State Highway Department

RECEIVED
NOV 14 1966
STATE HIGHWAY COMMISSION

FORM E-123X 50M 8-62

RECEIVED
NOV 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6-2-67

Init. Query

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 7, 1966

Mr. Norman Wuestefeld
Wilbur Smith and Associates
495 Orange Street
New Haven, Connecticut

Dear Mr. Wuestefeld:

We are enclosing copies of the manual classification counts taken at the Longview Bridge in conjunction with our Origin-Destination Survey during the period October 15 thru October 18, 1966.

Please note that these counts do not include traffic from a gravel pit which had access to the bridge north of our interview station. All trips from and to the gravel pit operation were individually logged on interview forms from which they may be summarized and added to the classification counts.

We have also included copies of the "Notice of Bond Sale" for the two bond issues for the Astoria Toll Bridge as requested in your telephone conversation with Mr. Robert L. Shindler of this office on October 20, 1966.

The origin-destination survey interview forms were shipped to your office during the week of October 24, 1966, and should be in your hands by now.

We will be looking forward to seeing you sometime in the near future.

Very truly yours,

RECEIVED
NOV 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Assistant State Highway Engineer

SIGNED
TOM EDWARDS

By

F. B. Crandall
Traffic Engineer

Enclosures

bc: Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC DATA BY DAYS FOR ONE MONTH

Route or Highway No. US101 Station No. _____

Location Astoria Bridge

Month October, 1966

Day of Week	Date	24 Hour Adjusted Total
Monday	3	1,008
	10	950
	17	746
	24	661
	31	549
	Total	3,914
Tuesday	4	1,018
	11	940
	18	774
	25	639
	Total	3,371
Wednesday	5	938
	12	776
	19	662
	26	592
	Total	2,968
Thursday	6	905
	13	918
	20	658
	27	675
	Total	3,156
Friday	7	1,025
	14	973
	21	802
	28	740
	Total	3,540
Week Day Total		16,949

Day of Week	Date	24 Hour Adjusted Total
Saturday	1	1,417
	8	1,438
	15	1,173
	22	834
	29	817
	Total	5,679
Sunday	2	2,044
	9	1,996
	16	1,237
	23	1,074
	30	1,016
	Total	7,367

Average Week Day (A) = 807
Average Saturday (B) = 1,136
Average Sunday (C) = 1,473

Average Daily Traffic For Month = $\frac{5A+B+C}{7}$

5A	4,035
B	1,136
C	1,473
Total	6,644
Average Daily Traffic for Month 1/	949

REMARKS

1/ Includes toll free vehicles.

CLEARPRINT PAPER CO. NO C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS.
CLEARPRINT CHARTS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER

ASTORIA TOLL BRIDGE TRAFFI

(DOES NOT INCLUDE NON-REVENUE

(9,299 Dedicatio

(6,151 vehicles a
generated by

AUGUST ADT - 2,658

Assume 3,148 for average calculations

AVERAGE DAILY TRAFFIC

10,000
5,000
4,000
3,000
2,000
1,000
0

2,715
2,691
2,872
2,784
2,501
2

29 30 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 1 2 3 4

JULY — AUGUST

TECHNICAL PAPER NO. 1018 CLEARPRINT PAPER CO. NO. C3130. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A.

TRAFFIC COUNTS
(REVENUE VEHICLES)

dedication day)
vehicles assumed
erated by dedication)

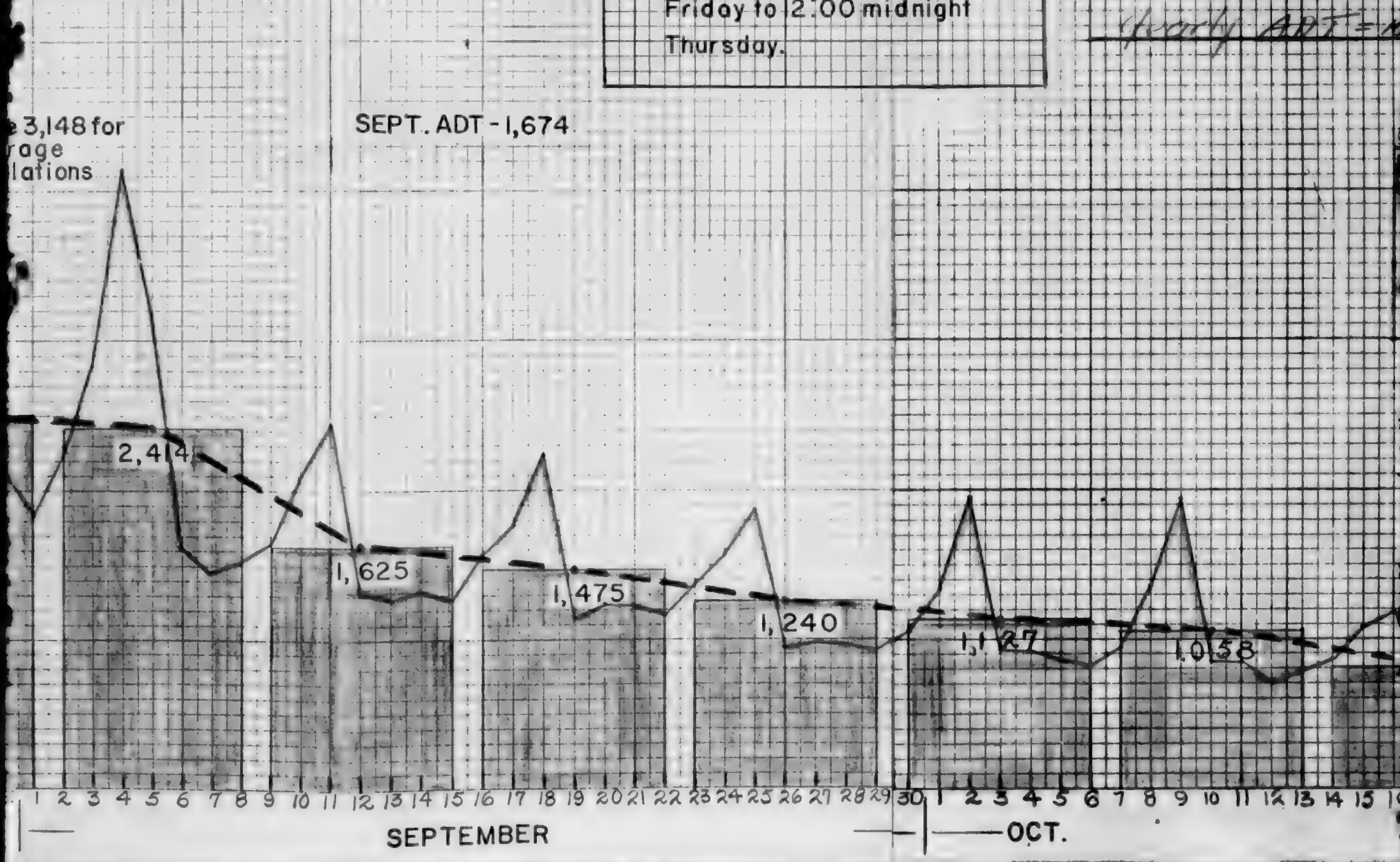
e 3,148 for
rage
lations

NOTE:
Weekly averages include traffic from 12:01 A.M. Friday to 2:00 midnight Thursday.

SEPT. ADT - 1,674

Summary of
& West Bound
Month Average
expressed in %
Yearly ADT

Yearly ADT =



NO. C3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015
CLEARPRINT CHARTS

NOTE:
Weekly averages include traffic from 12:01 A.M. Friday to 12:00 midnight Thursday.

Summation of Eastbound & Westbound Average Weekday Traffic expressed in % of Yearly ADT

Yearly ADT = 1000

1,240

1,127

1,058

815

150%

100%

50%

0%

5 0 21 22 23 24 25 26 27 28 29 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

OCT.

FORM E-123

RECEIVED
NOV 2 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1966

Safeco Insurance
520 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Q. L. Raymond
Portland Branch Claims

Re: Paint Overspray Claims
Columbia River Bridge
Astoria, Oregon - Pt. Ellice, Wn.
Steel Superstructure
Contract No. 6268

Gentlemen:

This will acknowledge receipt of your letter dated October 24, 1966, advising of various subrogation claims arising from paint overspray damage to automobiles owned by various of your insureds.

As you may already be aware, for some time a "treatment center" for removal of paint overspray from the above project has been in operation in Astoria. We understand that this has been quite widely publicized in the Astoria area, and any of your insureds in that area who have not as yet had their automobiles repaired may, we understand, have the paint removed at this center without cost, upon establishing the source of the paint. This should be done promptly, as we understand that the operation to which we refer will be closing down within the near future. Specific information as to times and places may be obtained in Astoria, either from the local office there of American Bridge Division of U. S. Steel Corporation, or from our Resident Engineer in Astoria, Robert Cunningham, P. O. Box 686, phone 325-6417.

Runnel's Industries is a subcontractor, with whom we have no direct dealings. The prime contractor on the above project is United States Steel Corporation, a New Jersey corporation, doing business in Oregon at 309 S. W. Sixth Avenue, Portland 4, Oregon. The surety on U. S. Steel's performance bond with this department is Federal Insurance Company, a New Jersey corporation, which may be contacted through its resident agents, Marsh & McLennan-Cosgrove & Company, Incorporated, Equitable Building, Portland. The address

of their home office is Federal Insurance Company, Chubb & Son, Managers, 90 John Street, New York 38, New York. We are forwarding a copy of your letter to U. S. Steel and also to Federal Insurance Company. We are not advised as to the identity of the liability carrier for either Runnel's Industries or United States Steel Corporation.

Regarding your inquiry as to "...procedure to take in order to file a lien or any other appropriate measure....", we do not feel we can make any specific suggestions since, of course, we are not in any position to advise you as to your legal rights or remedies. However, you might wish to consider the possible applicability of ORS 279.502 to 279.544, relating to bonds on public contracts and claims thereunder. Also, we direct your attention to various provisions in the above contract between the state and U. S. Steel. Specifically, we believe that you may find Articles 1.7.6 to 1.7.10, Standard Specifications for Highway Bridge Construction (Issue of May 1, 1954), to be of application here. For your convenience, we enclose a Xerox copy of these provisions from the Standard Specifications.

As to the notice in the last paragraph of your letter of October 24, to the effect that you will also look to the state for reimbursement of these claims, it is our position that under our contract such claims are the sole responsibility of the contractor.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:gw
Enc.
cc: United States Steel Corporation
Federal Insurance Company
Victor Wolfe
Ivan Merchant
Alan Johansen

RECEIVED
NOV 1 1966
OFFICE
STATE HIGHWAY ENGINEER

-430-

6

OCT 26 66

SAFECO INSURANCE

OREGON DIVISION *520 Southwest Sixth Avenue, Portland, Oregon 97204—Telephone 228-3123*

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO LIFE INSURANCE COMPANY
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

October 24, 1966

REFERRED TO admin BY SECRETARY

REFERRED TO Johansen FOR Reasoner Rohde G. E. ROHDE

State of Oregon
State Highway Dept.
Salem, Oregon

Overspray from the Astoria-Megler
Bridge Painting

Gentlemen:

The purpose of this letter is to put you on notice regarding numerous claims we have received from people we insure for damage to their car finish as a result of the overspray painting of the Astoria-Megler bridge in Astoria.

Below is a list of our insureds, their policy numbers, loss date and the amount of loss paid.

Policy No.	Insured	Loss Date	Amount Paid
H-291274	Oscar Maki	8- 9-66	$ 49.50
H-71648	Nancy Jackson	8-20-66	53.85
H-84320	F. Z. Dundon	8-13-66	36.00
H-436888	F. W. Spellman	8- 6-66	25.00
H-357940	Armas Niskanen	8- 9-66	49.50

As I mentioned this is only a small portion of the losses that have been turned in to us. We sent a demand letter to Runnel's Industries who I understand have the painting contract. We have had absolutely no response from them or their insurer.

I would appreciate it if you could advise me who the insurance carrier is for the painting contractor. I would also appreciate it if you would advise me who the surety carrier is in this matter. In addition I would appreciate any possible suggestions and proper procedure to take in order to file a lien or any other appropriate measures that might be taken in order to hold up the State's payments to this painting contractor.

This letter is also to serve as notice to the State of Oregon that we will also be looking to the State of Oregon for reimbursement of these numberous claims as well as to the painting contractor. Thank you for your cooperation in this matter.

Very truly yours,

Q. L. Raymond

Q. L. Raymond
Portland Branch Claims
es

RECEIVED
OCT 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

October 26, 1966

Mr. Glenn L. Jackson, Chairman
State Highway Department
State Highway Building
Salem, Oregon

NOTED
R. L PORTER

Dear Mr. Jackson;

The Oregon Coast Association has received inquiries from many sources with regard to the toll schedule for the Astoria Bridge. Most people feel it is much too high, particularly as applied to commercial carriers and regular commuters.

In view of the larger-than-expected traffic volume on the bridge, the OCA would like to urge the Highway Commission to lower the bridge toll wherever possible. If, in your expert judgement, a lowering of the rates is at all feasible, it seems such a lowering would tend to increase public usage of the bridge considerably, thus offsetting to some extent loss of revenue from the lower rates.

Our organization also offers it's support wherever or however necessary or desired, to the Highway Commission's proposed route for the realignment of U.S. 101 in the Neskowin-Pacific City-Tillamook area. It is sincerely hoped that this much needed project will soon be underway and that it's progress will not be impeded or halted by political or emotional controversies which ignore the practical and pertinent facts of the situation.

Thank you for your consideration and please let me know if there is anything our organization can do to help in either of these matters.

With best personal regards,

Sincerely;

George Weaver, Manager

cc: Forrest Cooper

GWW:jw

RECEIVED
OCT 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1966
STATE HIGHWAY COMMISSION

Portland Safe Co.
ESTABLISHED 1904

• BANK VAULTS • MONEY CHESTS • SAFES • INSULATED FILES

Division of Allied Safe & Vault Co.

222-1959
820 N. W. Glisan
Portland, Oregon 97209

ASTORIA BRIDGE MONEY PROTECTION EQUIPMENT, BURGLAR RESISTIVE CLASSIFICATIONS FOR INSURANCE UNDERWRITING PURPOSES.

UNIT #1 - BURGLAR RESISTIVE TILL TRAY STORAGE SAFE - Make: Gary.

This unit has been designed for the purpose of storing the plaza till trays which, under the proposed plan of money handling, will contain the till drawer change fund required for the next shift.

Each till tray will be housed in a separate steel drawer and said drawer will be key-locked - the key to be held by the toll collector who has custody of that particular tray. There will be eight drawers, each key different.

This safe is constructed to meet Underwriters' Laboratories Class "E" burglary resistive requirements with the addition of the following protective features over and above basic Class "E" requirements:

1. The entire door contains copper shielding to resist acetylene torch attack and insulate against fire.
2. The combination lock is U.L. approved, Group II. It is key change type with 1,000,000 changes.
3. The dial spindle is punch resistive.
4. The dial is spy-proof type.
5. The locking mechanism contains two relock devices - both U.L. approved.
6. The entire area in front of the lock mechanism, bolt handle, relock devices, and activating cam is guarded with a hard plate tested to 60 on the Rockwell "C" scale.
7. The door is secured with three 3/4" solid steel bolts located one up and one down and one center front; plus a solid steel interlock on the hinge side, thereby securing all four sides of the door into the opening.
8. The chest body is constructed of 1" thick open hearth steel plate electrically welded with continuous seam.
9. The door is one and one-half inches thick in front of the bolt work. Overall thickness is 3½".

NOTED
TOM EDWARDS

RECEIVED
OCT 24 1966
MAINTENANCE ENGINEER

"Your Security"
Portland Safe Co.
ESTABLISHED 1904

• BANK VAULTS • MONEY CHESTS • SAFES • INSULATED FILES

Division of Allied Safe & Vault Co.

222-1959
820 N. W. Glisan
Portland, Oregon 97209

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8. The chest body is constructed of 1" thick open hearth steel plate electrically welded with continuous seam.
9. The door is one and one-half inches thick in front of the bolt work. Overall thickness is 3½".

NOTED
TOM EDWARDS

RECEIVED
OCT 24 1966
MAINTENANCE ENGINEER

10. This money chest is encased in a steel housing, 56" high, 28" wide, and 24" deep which is filled with concrete mixed to A.S.T.M. specification #C-387-60. Total weight installed is 3500 pounds.

Unit #2 - BURGLAR RESISTIVE BANK DEPOSITORY SAFE - Make: Gary

This unit is designed to receive all excess funds not required for till tray change fund. All collections destined for deposit in the local bank will be stored in this unit until transported to the bank. Access to funds stored in this unit will be only to personnel authorized to process bank deposits.

This Depository Safe, Gary Model D8000, is constructed to meet Underwriters' Laboratories Class "E - TL-15" burglar resistive requirements plus the addition of the following protective features:

1. Both the depository door and the receiving chest door and the complete frontal area contain torch resistant copper.
2. All locking bolts are guarded with the addition of hardened steel pockets to resist punching or spinning.

The depository hopper is a rotary type to prevent fishing. Positively assures non-returnable deposits.

Overall dimensions are: 56" high - 24" wide, and 24" deep. Weight is 3,000 pounds.

Note: This unit will be the maximum security unit on the premises. As such, it will resist all known methods of forcible entry attack such as torch, drill, punch, magnetic press, etc. as outlined in the Underwriters' Laboratories manual for burglar resistive safes. The storage compartment will also be protected with an alarm system of the central station type, signalling in the State Police Office.

Should additional information be required for insurance purposes, please contact us.

Respectfully submitted,

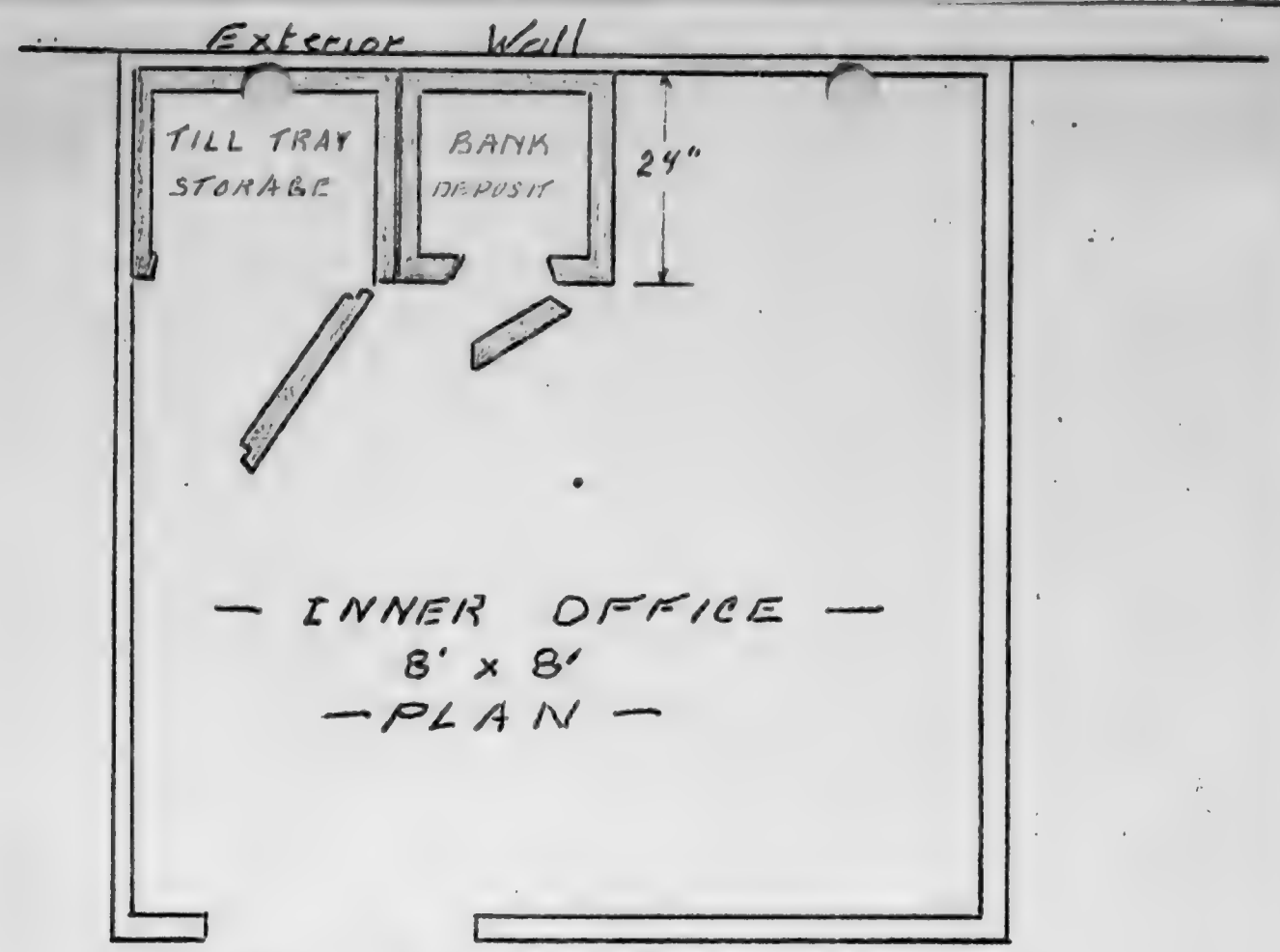
PORTLAND SAFE COMPANY

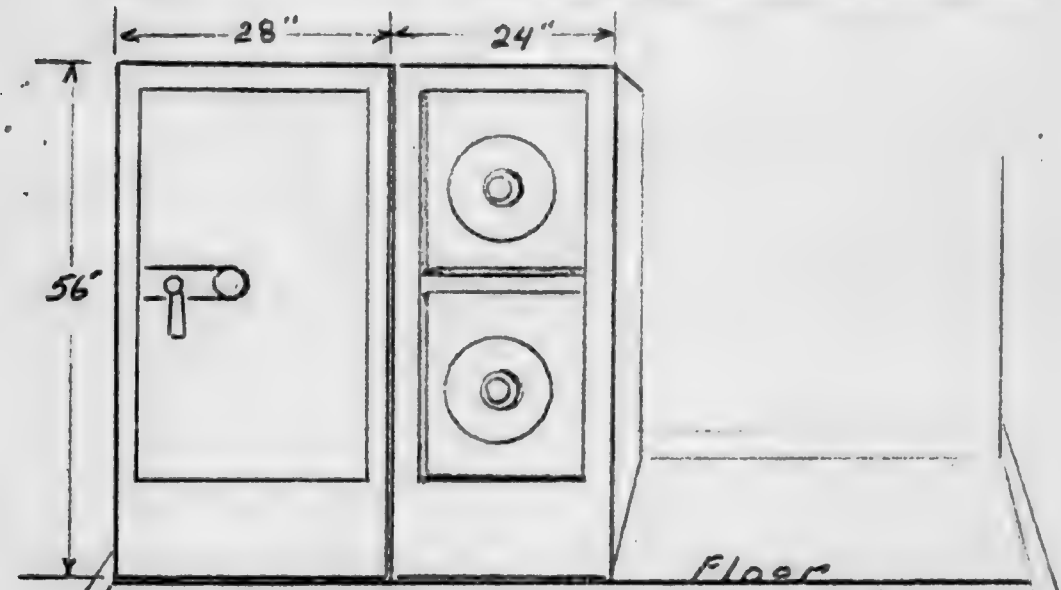
A. C. Duncan

A. C. Duncan, Manager

ACD:os
Encl.

RECEIVED
OCT 24 1966
MAINTENANCE ENGINEER





FREE STANDING
BASES are flat
Total weight - 7000# max.
Max. weight prior to installing
about 1500# ea.

PORTLAND SAFE CO.
DIVISION OF ALLIED SAFE & VAULT CO.
820 N. W. GLISAN ST.
PORTLAND, OREGON 97209
222-1959

NOT TO SCALE

Art Duncan

RECEIVED
NOV 2 2 1966
FOR FILING

6268

4 V
10-6-66

October 18, 1966

Mr. James Smith
Wilbur Smith and Associates, Inc.
4500 Jackson Boulevard
Columbia, South Caroline

Agenda

MISC. CONTRACTS and
AGREEMENTS No. 3168

Dear Mr. Smith:

We are enclosing a fully executed copy of an agreement with Wilbur Smith and Associates, Inc. to analyze the current and potential traffic over the Astoria Bridge and to recommend an optimum toll schedule.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

lmb
Enclosure

cc: Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Crandall
(Conformed Copy)

RECEIVED
OCT 18 1966

F-0031(16)
6768

October 17, 1966

Mr. D. G. Murche
Claims Manager
Royal-Globe Insurance Companies
715 SW Morrison Street
Portland, Oregon 97205

Dear Mr. Murche:

Re: File No. D9-13E-02657

We have your letter of October 5 concerning paint damage to the vehicle owned by Alfred J. L'Amie as a result of the painting of the Astoria Bridge.

Your letter is being forwarded to American Bridge Division of U. S. Steel Corporation, 506 SW Sixth Avenue, Portland, which company is under contract to the State of Oregon to furnish, erect, and paint the structural steel for the Astoria Bridge.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter

cc American Bridge Division
U. S. Steel Corporation

Royal-Globe Insurance

COMPANIES

4229

OCT 10 '66

ROYAL INSURANCE COMPANY • LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY • ROYAL INDEMNITY COMPANY • GLOBE INDEMNITY COMPANY • QUEEN INSURANCE COMPANY OF AMERICA

LONDON AND LANCASHIRE INSURANCE COMPANY
SAFEGUARD INSURANCE COMPANY • STANDARD MARINE INSURANCE COMPANY • THE MARINE INSURANCE COMPANY

NEWARK INSURANCE COMPANY • AMERICAN AND FOREIGN INSURANCE COMPANY • BRITISH & FOREIGN MARINE INSURANCE COMPANY • THAMES & MERSEY MARINE INSURANCE COMPANY

SUITE 610 - BROADWAY BLDG.
715 S. W. MORRISON STREET
PORTLAND, OREGON 97205

5 October 1966

State of Oregon
Department of Highways

Salem, Oregon

REFERRED TO
Admin
BY SECRETARY

Re: File No. : D9-13E-02657
Assured : Alfred J. L'Amie
Loss of : 8/12/66

Gentlemen:

Under the above we are processing a claim in which our insured's vehicle sustained paint spray damage as a result of the painting of the Astoria-Megler Bridge.

Please advise at the bottom of this letter as to the name of the responsible contractor and/or the name of the liability carrier if the same is available.

A self-addressed, stamped envelope is enclosed for your convenience.

Very truly yours,

D. G. Murche
Claims Manager

DGM:rlh

RECEIVED
OCT 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1966

FORM B-80X—80M—1-66 SP°18102-734

FOR FILING
F-663-1(11)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

October 12, 1966

REFERRED TO
Tom Edwards
By Personnel Director

Huntley

To: Mr. R. D. Asburry
Division Engineer
B U I L D I N G

SUBJECT: Complaints, Ticket Agents

As you know, Raymond G. Falleur and Donald R. Bess, claiming to represent all Ticket Agents at Astoria, came to Salem at their own expense to discuss with representatives of the Oregon State Employees Association certain problems and grievances that they have relating to working conditions on the new Astoria Bridge.

OSEA sent them to Highway and Carl Hobson and Chet Keirsey spent most of the morning going over their problems.

The basic and most urgent request related to their classifications and salary. In this respect, we are collecting information from other jurisdictions and it may be that a new classification of Toll Taker or Collector should be established and perhaps there should be some change in salary based on their new duties.

They have a host of other complaints, most of them somewhat minor. It would appear that most of these are the result of changing from a slower more casual type operation on the ferries to the faster, higher volume activities on the bridge.

It is my understanding that you want to look into these complaints and suggestions to see what can be done and that you will let us know the final outcome.

Following are the problems and complaints which they specified:

1. The Ticket Agent ending the shift calls the city police and is picked up as soon as possible (sometimes a wait of a 45-minute duration) and is taken to the bank to deposit the receipts for that shift. In many cases, the city police stop on the way to arrest traffic violators, pick up drunks, break up fights and so on, and the total period sometimes takes up to an hour and a half. They would like to be relieved of the time consuming responsibility that this entails.

NOTED
TOM EDWARDS

2. They would like to be furnished with uniforms, believing that this would bring about better public relations and better unofficial enforcement. They stated they did not wish to carry guns even if, as one rumor has it, they would not be loaded!

3. They believe they need immediate further clarification of guide lines to determine the classification of various vehicles in relation to the payments assessed thereon.

4. They wish more direction as to how to proceed with motorists coming from Washington who either state they have no funds, not enough funds and so forth in order to satisfy the toll. Apparently, there is a question on the State Police side as to what charges can be made against these violators and also a problem of certain hours at which time there are no police available and is considerable delay in obtaining an officer.

5. The biggest complaint revolves around the collection machines, and the fact that the machines do not have a correction key. They state that in working both sides of the booth, trying to answer tourist-type questions and making change that they often push the wrong button or they realize they have made an error on the number of axles and they need some means of correcting the machine. Also, they need some better means of accounting for "nonrevenue" vehicles.

6. They have already experienced considerable problem with both wind and rain reaching into one side of the toll booth and blowing money, raining on the machine and causing other discomforts.

7. They also state a problem caused by motorists having difficulty maneuvering into the booth on a curve, thus forcing the toll collector to leave the booth to make change.

8. A complaint was also made about the high position of the booth, thus causing considerable bending and reaching.

9. A major complaint was the new practice of having to write receipts to all persons using coupons in lieu of cash and this was quoted as being very time consuming. (In discussing this with Accounting, there may be a misunderstanding in what the Accounting Division needs or wants.)

10. All the details on a problem relating to the starting of a day and the earning of overtime were not clear. It does appear that they do not follow the established Highway regulation of the day beginning at 12:01. Possibly this matter should be checked out.

11. They also mention the problem of having to barricade both travel lanes and "closing up shop" while leaving the booth to go to the restroom. They felt that there was probably no answer to this but it wasn't the best public relations.

When questioned as to whom do they report during "off" hours, they stated James Infinger, R. M. Smith's officeman. They reported excellent cooperation from him to date but they feel that many of the problems discussed with us apparently were not being solved. When asked to whom they report in case of emergency or illness when only one man is working, they stated they reported to Infinger or if he was not available, to one of the other agents if they could be reached. Apparently, due to past problems, they feel they should never attempt to call Mr. Smith. However, they failed to state exactly why but we were left with the impression that things would have to get rather bad before they would call Smith during "non-office" hours.

Your checking into this when you get time will be appreciated.

Gene Huntley
Personnel Director

GH:hlb

RECEIVED
OCT 11 1966
FOR FILING
6268

October 11, 1966

Mr. Henry K. Evans, Vice-President
Wilbur Smith & Associates, Inc.
582 Market Street
San Francisco, California

Dear Mr. Evans:

It has become common knowledge that your firm is conducting a study of the toll schedule on the Astoria-Megler Bridge between Clatsop County, Oregon and Pacific County, Washington.

Representatives of the Astoria Chamber of Commerce recently visited this office and left with us the enclosed information. We have no comment on this material except that we agreed to furnish a copy to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.

cc Forrest Cooper
Tom Edwards (with five copies of Astoria C. of C. presentation)
Victor D. Wolfe

BRIEF RESUMÉ OF LETTERS PRESENTED BY ASTORIA CHAMBER OF COMMERCE ON SEPTEMBER 27, 1966

Letter of 8-22-66 to Jean Hallaux, Manager, Astoria Chamber of Commerce, from Howard Olsen, President of the Kelso-Ocean Beach Stage Line, Longview, stating that the $3 toll for buses is too high and suggests that it be subsidized by merchants of the area.

Letter (undated) from Mrs. O. E. Runyan of Long Beach, to Astoria Chamber of Commerce, requesting that toll be lowered for daily commuter (son is student at Astoria Beauty College)

Letter of 7-21-66 from Harry Larson, Manager of the Lower Columbia Coop Dairy Association, Astoria, to Bob Mattson, Chairman of the Transportation Committee, Astoria Chamber of Commerce, requesting relief in tolls for commercial truckers. Lower tolls would encourage use of bridge.

Letter of 7-11-66 from G. J. Barbey, President of the Barbey Packing Corporation, Astoria, to the Astoria Chamber of Commerce, requesting lower rate schedule be established on a weekly basis to accommodate the salmon canneries during fishing seasons.

Letter of 7-8-66 to Bob Mattson, Astoria Chamber of Commerce, from Robert P. Heestand, President of the Nehalem Valley Motor Freight, Inc., stating his company does not use the bridge, but feels that a more equitable toll schedule could be established for trucks.

Letter of 8-30-66 to Jean Hallaux, Astoria Chamber of Commerce, from L. J. Cascadden, Circulation Manager of the Oregonian Publishing Co., Portland, asking for a reduced rate for daily users. They make 2 trips daily (passenger cars) to transport the Oregonian and Oregon Journal over to Long Beach.

Letter (undated) to Astoria Chamber of Commerce from O. B. Ice, Terminal Manager of ONC Motor Freight, Astoria, protesting tolls for trucks. Also suggests "charge accounts" to regular patrons not be allowed as the prepaid scripbooks create extra work for his office.

Letter of 8-10 to Astoria Chamber of Commerce from Forrest E. Vaughn, President and Manager of the City Transfer and Storage Company, Astoria, supporting the Chamber's efforts to get toll rates adjusted for daily commuters and for trucks. They anticipate heavier use of the bridge and the high toll rate will affect their freight rates.

Letter of 7-20-66 to Port of Astoria from John S. Pettengill, President of the Columbia Sound, Inc., stating that they plan to enlarge their log exporting operations into southeastern Washington. Suggests that maximum rate per axle be established. Feels that with a "quantity discount" rate, their business could be expanded into new supply areas.

Letter of 7-18-66 to Bob Mattson, Astoria Chamber of Commerce, from W. W. Peterson, Logging Manager of Crown Zellerbach, Portland, states that the present rates for commercial vehicles will make it necessary for them to find other means of transporting material across river. Suggests that State consider program used for the Longview and Vancouver bridges.

Letter (undated) to Highway Commission from Al Rissman, President of the Port of Astoria Commission, and T. F. Bugas, President of the Astoria Chamber of Commerce, requesting Commission to re-evaluate the present toll charges and to establish a discount schedule for commuters and volume users. (Enclose suggested recommendations)

7-27-66
fn

ASTORIA CHAMBER OF COMMERCE
270 FOURTEENTH ST. ASTORIA, OREGON TELEPHONE FAIRFAX 5-6311

ASTORIA'S PRESENTATION
For revised TRANS-COLUMBIA
BRIDGE TOLLS

Oregon Highway Commission
Oregon State Highway Department
Salem, Oregon

Gentlemen:

The Port of Astoria and the Astoria Chamber of Commerce respectfully request the Oregon Highway Commission to re-evaluate the present toll charges on the Astoria Trans-Columbia Bridge, for the possible reduction of tolls and to establish a discount schedule for commuters and volume users of the bridge.

We applaud the recent decision of the Commission to study the tolls on the bridge, and offer the enclosed letters from a small, but representative group of business and industry to assist in your review.

The coastal region of Oregon and Washington have achieved considerable growth in the years following the Coverdale and Colpitts report of March 1955. This report gave the basis for establishing tolls on the bridge, and while they have been revised several times, we feel an unfortunate burden has been placed on the commercial vehicles and no consideration has been given to persons using the bridge extensively. Therefore, we offer our assistance to establish a toll schedule that will attract the greatest volume of traffic to retire the bonded indebtedness of the bridge as soon as possible.

The present toll schedule compared to the original survey schedule shows a decrease in the private auto fare, but in the commercial rates there is a substantial increase. Also, the commercial rates are more complicated and should create greater delays at the toll gate. There is concern that you are penalizing industrial and commercial traffic which should and will add increased revenues to the bridge, as well as contributing to the economic growth of this area.

The 1955 reports predict a 3% growth in traffic volume each year in estimating your income. Presently, and for the past 4 years, our assessment of the tourist traffic alone in our locale indicates a healthy 10% increase each year. New and expanded state and private tourist facilities on both sides of the river, plus contemplated developments are contributing to this yearly increase of traffic volume.

Enclosed is a copy of the Portland-Vancouver Interstate Bridge toll schedule. In our opinion this toll schedule offers a more simple, realistic and travel promoting fee ratio schedule for inducing increased revenues to pay maintenance and bond retirement costs thru greater use of the Astoria Trans-Columbia bridge. This schedule offers relief and encouragement to the commuter; it alleviates time consuming counting of axles; possible greater usage of the bridge without any or great wear and tear on the bridge. Please note our immediate recommendations on the fee schedule in this folder.

Attached is a compilation of the traffic to September 25th, indicating a much greater volume than had been originally anticipated. The history of bridges on the Columbia River also indicates an increased volume of traffic and revenues when more economic and desirable toll fee schedules are adopted.

The Port of Astoria and the Astoria Chamber of Commerce join with the Oregon Highway Commission in the desire to pay off the bonded indebtedness of the Astoria Trans-Columbia Bridge. We are certain that the Commission's greatest concern is to increase the traffic volume of this magnificent structure for the greater economic betterment of the states of Oregon and Washington. We therefore, offer our assistance in any way, and thank the Commission and Department for their consideration in this matter.

Sincerely,

Albert C. Rissman

Al Rissman, President
Port of Astoria Commission

Theodore T. Bugas

Theodore T. Bugas, President
Astoria Chamber of Commerce

STATE OF WASHINGTON

Department of Highways

Vancouver-Portland Interstate Toll Bridge

TOLL SCHEDULE

Effective January 1, 1960

Class	Type	Toll
1	Automobiles and Motorcycles (Notes 1 and 4)	$ .20
	Commuter rate	.15
2	Passenger Car, with Trailer (Note 3)	.40
3	Light Trucks (under 6,000 lbs.) (Notes 1, 3 and 4)	.20
	Commuter rate	.15
4	Single-unit Trucks (over 6,000 lbs.) (Notes 2 and 3)	.40
5	Truck Combinations (Truck-Trailer, Tractor-semi-trailer) (Notes 2 and 3)	.60
6	Buses, Public Interurban, Through or Chartered (Notes 2 and 3)	.60

TRUCK OR BUS	DISCOUNT
20 to 39 Trips per month	10%
40 to 79 Trips per month	15%
80 to 159 Trips per month	20%
160 to 319 Trips per month	25%
320 to 639 Trips per month	30%
640 to 1279 Trips per month	35%
1280 to 2499 Trips per month	40%
2500 Trips or more	50%

NOTE 1: Taxicab, Ambulance, Hearse, Station Wagon, Suburban, Carryall and Trucks under 6,000 lbs. will be classed as an automobile and will, therefore, be subject to all conditions relative to automobile rates.

NOTE 2: Truck or Bus Discounts apply to all such vehicles operated in the name of a single operator or owner.

NOTE 3: There shall be no charge for extra passengers.

NOTE 4: Commuter Rates are available for Classes 1 and 3 by the purchase of tokens. 40 Tokens $6.00.

SUGGESTED RECOMMENDATIONS:

1. Possible reduction of tolls and simplification.
2. Fee Schedule ratio similar to Interstate Bridge schedules.
   a. Single unit trucks, twice the rate of automobiles.
   b. All truck combinations, three times the rate of automobiles.
   c. Discount schedule for volume commercial users.
   d. Commercial users be allowed to charge with monthly billing upon approval.
   e. Script for volume users be on sale at the Astoria office.
   f. Commuter rates be established.

ASTORIA BRIDGE

TRAFFIC

Date		Total Paid Vehicles	
7-29-66	Friday	2814	
7-30-66	Saturday	3306	
7-31-66	Sunday	4554	
8-1-66	Monday	2091	
8-2-66	Tuesday	2064	
8-3-66	Wednesday	2005	
8-4-66	Thursday	2152	
8-5-66	Friday	2311	
8-6-66	Saturday	3061	
8-7-66	Sunday	3989	
8-8-66	Monday	2321	
8-9-66	Tuesday	2332	
8-10-66	Wednesday	2436	
8-11-66	Thursday	2389	
8-12-66	Friday	2611	
8-13-66	Saturday	3265	Estimated
8-14-66	Sunday	4046	
8-15-66	Monday	2503	
8-16-66	Tuesday	2540	
8-17-66	Wednesday	2583	
8-18-66	Thursday	2556	
8-19-66	Friday	2749	
8-20-66	Saturday	3240	
8-21-66	Sunday	3962	For 16 Hours
8-22-66	Monday	2449	
8-23-66	Tuesday	2655	
8-24-66	Wednesday	2499	
8-25-66	Thursday	2326	
8-26-66	Friday	2553	
8-27-66	Saturday	239	8:00 A.M. until midnight 18,322 Axles, 9000 Vehicles
8-28-66	Sunday	3700	
8-29-66	Monday	2178	
8-30-66	Tuesday	1945	
8-31-66	Wednesday	2117	

ASTORIA BRIDGE TRAFFIC

DATE		Total Paid Vehicles
9-1-66	Thursday	1868
9-2-66	Friday	2207
9-3-66	Saturday	2825
9-4-66	Sunday	4137
9-5-66	Monday	3134 - Labor Day
9-6-66	Tuesday	1611
9-7-66	Wednesday	1494
9-8-66	Thursday	1521
9-9-66	Friday	1643
9-10-66	Saturday	2094
9-11-66	Sunday	2436
9-12-66	Monday	1316
9-13-66	Tuesday	1298
9-14-66	Wednesday	1308
9-15-66	Thursday	1282
9-16-66	Friday	1571
9-17-66	Saturday	1782
9-18-66	Sunday	2242
9-19-66	Monday	1126
9-20-66	Tuesday	1226
9-21-66	Wednesday	1206
9-22-66	Thursday	1171
9-23-66	Friday	1386
9-24-66	Sat.	1575
9-25-66	Sun.	1876

OREGONIAN PUBLISHING COMPANY
1320 S.W. BROADWAY • PORTLAND, OREGON 97201

The Oregonian
MORNINGS, Monday through Sunday
Telephone: 226-2121 (Area Code 503)

Oregon Journal
EVENINGS, Monday through Saturday
Telephone: 222-5511 (Area Code 503)

August 30, 1966

Mr. Jean Hallaux
Manager
Chamber of Commerce
Astoria, Oregon

Dear Mr. Hallaux:

We are informed the Astoria Chamber of Commerce is petitioning the State Highway Commission for a reduced rate for vehicles using the Astoria bridge on a permanent daily basis.

The Oregonian Publishing Company will have two conveyances daily using the Astoria bridge to transport copies of The Oregonian and copies of The Oregon Journal from Astoria to the Long Beach peninsula. These will be passenger cars operated by the respective dealers for The Oregonian and The Oregon Journal.

We wish to add our support to your petition to the State Highway Commission for a reduced rate for constant daily users of the bridge facility.

Sincerely,

L. J. Cascadden
Circulation Manager

LJC D

Kelso-Ocean Beach Stage Line

3114 COLUMBIA HEIGHTS ROAD
LONGVIEW, WASHINGTON 98632

HOWARD OLSEN
PRESIDENT

August 22, 1966

Mr. Jean Hallaux, Manager
Astoria Chamber of Commerce
Astoria, Oregon 97103

Dear Jean:

As per our recent telephone conversation, we believe that the toll of $3.00 each way on the new Astoria Bridge for buses is too high, and the charge of $6.00 per round trip would make it prohibitive. About the only way a bus run could break even over the bridge is to have it subsidized by the merchants of the area. That way the burden would be on someone besides us.

Many years ago Blue Gray Stages operated over the ferries into Astoria on a mail run. Their revenue held up well during the war years, but the thing that ruined them was beach passengers would buy a round trip ticket and meet someone in Astoria that they knew and hitch a ride back with them. This gave them a one-way haul only. They quit in about 1947.

If you decide to pursue this further we will be glad to work with you.

Yours very truly,

Howard Olsen

President

HRO:LO

ALLIED 1
World's Largest Mover

CITY TRANSFER & STORAGE CO.
1122 MARINE DRIVE
ASTORIA, OREGON 97103

Aug. 10, 1966

Astoria Chamber of Commerce
P.O. Box 176
Astoria, Oregon

Dear Sirs:

It is my understanding that the Chamber of Commerce is attempting to negotiate a toll rate adjustment for daily or heavy users of our new Astoria Bridge. As an operator of a trucking firm, I want you to know you have my support. We anticipate in the very near future running four and five axle units back and forth every day, plus a trip or two with two axle units.

Astoria, to a great degree, is the supply area for the logging and fishing industries on the Washington side. Astoria, too, is the nearest railhead available to the North Beach area. We will be using the bridge to load out 10 to 15 railcars of canned oysters that here-to-for have been shipped from Raymond, Washington by rail. Washington Minerals Corporation will in all probability ship their ore through Astoria. Lumber in great quanitities will move across the bridge both in the raw state and as finished products.

It appears that the enthusiasm generated through the opening and completion of this bridge will be of great benefit to both Oregon and Washington. An exorbitant toll rate will certainly have a direct reflection on freight rates and will tend to retard the development of both areas.

With the above bit of explanation you can rest assured the Astoria Chamber or any other group that can negotiate a volume user rate will get our whole-hearted support.

Very truly yours,
CITY TRANSFER & STORAGE CO.

FEVaughn

Forrest E. Vaughn
President & Manager

FEV:s

TELEPHONE 325-6511

DARIGOLD ICE CREAM
DARIGOLD MILK PRODUCTS
DARIGOLD COTTAGE CHEESE
DARIGOLD CHEDDAR CHEESE
DARIGOLD BUTTER

Darigold Farms

OWNED AND OPERATED BY
Lower Columbia Cooperative Dairy Association

GENERAL OFFICE 364 - 9TH STREET ASTORIA, OREGON, 97103

July 21 1966

Bob Mattson, Chairman
Transportation Committee
Astoria Chamber of Commerce
270 - 14th Street
Astoria, Ore.

Dear Bob:

We are concerned and very much interested in any proposal that the Port of Astoria and Astoria Chamber of Commerce might be able to work out that would grant a relief in the regular rate structure as set up by the Oregon and Washington State Highway Departments in regard to some toll relief to the commercial truckers who use the Astoria Bridge.

At present we are using the ferry on an average of 36 trips a week. With the thought of adding additional trips to this when it becomes more favorable to cross the river,with a lower commercial rate we would probably double our trips and run more of our business out of Astoria than we are doing at present.

At this time we are buying a book of coupons worth $50.00 per book, which we give to our drivers who use the ferry to get back and forth. We buy these in lots of 10 at a time for $500.00. I don't mind buying these books as they are a convenience but I do feel that these books should be discounted as we are always paying for our trips in advance. Prepayment of almost anything except rent calls for some discount and I feel these coupons should be no exception.

I further feel, having been born and raised in the section of Southwest Washington, that this bridge should serve, that there is an abundance of raw product in that area of the State of Washington that could move across the new bridge to mutually benefit the people of both states. This will come about much faster if a favorable toll is worked out for the commercial

trucker. Carrying the discounting of ticket books to the purchaser a little further, I believe that the privilege should be given to the commuter who might be living on either side of the river and might want to work or trade in the other state.

Sincerely,

LOWER COLUMBIA COOP. DAIRY ASS'N.
DBA - DARIGOLD FARMS

Harry Larson

Harry Larson, Manager

Cable - COSOUND
Telephone - 223-5271
- 226-4997

COLUMBIA SOUND INC. *Exporters*

PACIFIC BUILDING • PORTLAND, OREGON 97204 U. S. A.

July 20, 1966.

Port of Astoria,
Astoria, Oregon. 97103

Attention: Mr. T. Hodges, Mgr.

ASTORIA BRIDGE - TRUCK TOLLS

Gentlemen:

In view of the anticipated expansion of our log export operation into the supply areas of Southeastern Washington, we are deeply concerned with the subject of truck tolls to be established.

We are making every effort to enlarge our production from the Oregon area, and are negotiating with Crown Zellerbach and Weyerhaeuser for direct truck deliveries via the new bridge to our Drydeck and ship-loading facilities at Astoria.

We have heard (informally) that the anticipated truck toll rate will be about $9.00 per round-trip. On the basis of 5 axels loaded and 3 axels return this works out to over $1.00 per axel-round-trip; or (on the basis of an average load of 4000 FtBM Scribner) to $2.25 per M FtBM.

This, in our opinion, and in the opinion of the trade generally, would be prohibitive. Establishment of such a toll would abruptly abort any plans now afoot for augmentation of the Port of Astoria log hauling volume based on expansion into Southeastern Washington.

We believe that a maximum rate per axel would be a much more equitable basis on which to assess tolls, and that the occassional users would have no objection to such a charge for the great convience afforded by the new bridge. However, in the interest of long run profit for the bridge itself and in the very vital interest of the preservation of this important facet of the Astoria Area's economy, we firmly believe that a "usage incentive" schedule of decending rates would be far more beneficial to all parties.

With the establishment of such a "usage incentive" schedule (or "quantity discount" rates) we could look forward to a starting minimum average of ten round-trips per day with usage increasing as new supply areas are developed.

Cable - COSOUND
Telephone - 223-5271
• 226-4997

COLUMBIA SOUND INC. *Exporters*

PACIFIC BUILDING • PORTLAND, OREGON 97204 U. S. A.

For the benefit of Bridge Commission, the Port of Astoria, the Astoria Area, and the Log Trade generally; we trust in your good offices for the best presentation of our position to the authorities concerned.

Should you require futher data, details, or statistics, please call on us.

Very truly yours,

J. J. Pettengill

John J. Pettengill, President.

CROWN ZELLERBACH CORPORATION

PUBLIC SERVICE BUILDING

PORTLAND, OREGON 97204

July 18, 1966

Mr. Bob Mattson
Chairman, Transportation Committee
Astoria Chamber of Commerce
Astoria, Oregon

Dear Mr. Mattson:

Mr. Chuck Wood has referred your letter of July 5th to my office concerning the rate schedule on the Astoria Columbia River Bridge.

We are very much concerned with the rate schedule as predicted by the Oregon State Highway Department. We had intentions of a trip use of 3000 for a thirty day period over this bridge, but with the proposed rate schedule for commercial vehicles it will mean that we must look for other means of transportation to move this material across the river. First of all, they have no credit or acknowledgment of volume discounts. We have had the experience of using other toll bridges across the Columbia River, that is, the Longview Bridge and the Vancouver Bridge. The principles used in establishing these tolls and the relationship of private vehicles to commercial vehicles has worked out very satisfactorily. Therefore, I would suggest before any tolls are definitely established for the Astoria Columbia River Bridge that an investigation be made of the program used on the other two toll bridges.

As mentioned before, with the amount of traffic that we would like to put across the bridge it would be economically impossible for us to make use of the bridge at the present proposed rates. We have talked with other commercial users and their thinking is along the same lines as I have outlined here to you.

If we can be of any further help to you on this subject please feel free to contact us.

Very truly yours,

H. W. Peterson

Logging Manager
Northwest Timber Operations

HWPeterson-am

BARBEY PACKING CORPORATION

CANNERS

FANCY
COLUMBIA RIVER CHINOOK SALMON

FANCY
WHITE ALBACORE TUNA

ASTORIA, OREGON, 97103

July 11, 1966

Astoria Chamber of Commerce
270 Fourteenth Street
Astoria, Oregon

Attention: Mr. Bob Mattson, Chairman
Transportation Committee

Gentlemen:

We wish to advise that at present we have a fish receiving station at Frankfort, Washington and also have one during the August fishing season at Megler, Washington. We service these stations daily during the open commercial fishing seasons by boat.

As soon as the Astoria-Megler Bridge is opened, we intend to service these two stations by truck, providing the toll schedule on the bridge does not make it prohibitive. The volume of fish will determine the size of the trucks that we will use.

We would like to take this opportunity to urge you to request that the Oregon State Highway Department establish a lower rate schedule for commercial vehicles which are using the bridge regularly. This would encourage use of the bridge rather than the present methods being used, such as cannery tenders, in the case of the canneries.

We would suggest that this commercial schedule be established on a weekly basis rather than a monthly or a yearly schedule. Darigold may use the bridge daily year round, whereas the Salmon canneries will use the bridge mostly during the open fishing seasons along the coast and on the Columbia River.

Our company is hopeful that you will be able to bring this to the attention of the Highway Department so that the companies in our industry will be able to make full use of the new bridge.

Yours very truly,

G. J. Barbey, President

BARBEY PACKING CORPORATION

GJB:lc

nehalem valley
MOTOR FREIGHT INC.
3641 N.W. ST. HELENS ROAD ■ PORTLAND, OREGON 97210 ■ PICK-UP: 226-6955 ■ OFFICE: 226-6959

July 8, 1966

Mr. Bob Mattson
Mattson Volkswagon
2050 Marine Drive
Astoria, Oregon

Dear Bob:

It was certainly nice meeting you by telephone today and we encourage your efforts toward a more equitable fee on the bridge. We are sorry that not having the rights to go across we are not affected and, therefore, would carry no weight in the situation. I am enclosing, as I mentioned, the toll on the Vancouver-Portland Interstate Toll Bridge and you can see the comparisons that they have between automobiles and trucks, as well as the discount setup that they do have for numerous trips per month.

As mentioned, I think the list is psychologically bad and will result in very little difference of fares being collected. You will note on the other toll schedule automobiles at 20¢, and single unit trucks at 40¢ or just double. If the same thing could apply where a vehicle and automobile was $1.50 and you could have just one solo vehicle or truck being $3.00, because my guess would be that 80--95% of the solo trucks are going to be two axle anyway. For instance, out of our whole fleet of solo trucks, numbering some 40 trucks, we only have one three axle solo truck.

The other item that I think is psychologically bad is all of the combinations of four, five and six axle trucks with proportionate charges per axle. One of your largest users going across the bridge is going to be O.N.C. with a small tractor pulling a single box trailer. You will note that under the Vancouver-Portland freight schedule that they merely have class 5 which takes into account all types of truck combinations. That is three times the automobile rate. Under the present automobile schedule of $1.50, three times this would be $4.50. I was sitting down playing around with figures, as I mentioned one day, of what it would cost us per month if we were crossing the bridge, and I used the $6.00 figure, and I am afraid this is the figure most people use, and it is very misleading because you would very seldom be putting across six axle equipment.

I don't know whether this information is more confusing than amusing, but here it is. If we can be of any further help, please do not hesitate to call on Bob Graves or myself.

Very truly yours,

Bob Heestand

Robert P. Heestand
President

RPH:cd
Encls.

CC: Bob Graves, Astoria Terminal

MRS. O. E. RUNYAN
BOX 504
LONG BEACH, WASHINGTON 98631

Chamber of Commerce
Astoria, Oregon
Dear Sirs:-

In a telephone conversation with your office Tuesday, I was advised to write and explain the difficulty the toll on Astoria bridge presented to commuters to Astoria.

Our son commutes to the Astoria Beauty College 6 times weekly making a cost of $18.00 a week. We cannot afford this amount.

We would like your business ladies to work toward having the State Highway Dept. establish commuters rates, especially for students attending school in Astoria

MRS. O. E. RUNYAN
BOX 504
LONG BEACH, WASHINGTON 98631

O·N·C
MOTOR FREIGHT SYSTEM

2158 Exchange Street
Astoria, Oregon 97103

Astoria Chamber of Commerce
270 14th Street
Astoria, Oregon.

Gentlemen:

Please add ONC to the list of firms protesting the excessively high tolls on the Astoria-Columbia River Bridge, inasmuch as any work day, our costs to cross over it totals $18.00 and when we have additional trucks into this area, the cost is more than double that amount. A conservative estimate of our costs for tolls in the three weeks that the bridge has been open, would be about $700.00. Needless to say, we would have to haul a great amount of freight to make it up.

I feel that the company will soon come to realize the great amount of expenditure required to operate the Astoria terminal and it would come as no surprise to me, if different arrangements were made to operate from the other side of the river, to eliminate a part of the cost of tolls, in view of which, it is my feeling that some sort of commuter rates be set up by the Oregon State Highway Dept., to make usage of the bridge more attractive to commercial users of this facility, such as ourselves.

It would also be more attractive, if the State would rescind their order, eliminating charge accounts to regular patrons , who did at least have that advantage, when the ferries were in operation. The prepaid scrip-books have created much extra time and effort, in my office.

Very truly yours,

ONC MOTOR FREIGHT SYSTEM
O. B. Ice
O. B. Ice, Terminal Manager, Astoria Oregon.

RECEIVED
NOV 7 - 1966
FOR FILING
F-003-1 (16)
6268

October 10, 1966

J989

United States Steel Corporation
506 S. W. 6th Avenue
Portland, Oregon

#17

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6268 on the steel superstructure on the Columbia River Bridge on the Oregon Coast Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date for Stage 1 to October 15, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. D. Asburry
Bob Cunningham
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 20 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6268 Contractor United States Steel Corporation

Highway Oregon Coast

Section Astoria Bridge

Kind of Work Steel Superstructure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Delays to contractors operations because of failure of DeLong Corporation to complete contract 6124 and opening structure to traffic prior to completion of work and prior to advanced completion date.

Recommended for Approval:

..... Division Engineer

Irvine Merchant
..... Construction Engineer or Bridge Engineer

..... State Highway Engineer

State Printing 37920

Contract No. 6268

Project designation F-003-1(16) State-Federal

Date awarded May 10, 1963

Work started Dec. 16, 1963

Per cent completed 99% 9/22/66 Date

Cal. Date for Compl. Stage 1 - 9/30/65

No. of Workdays Allowed Stage 2 - 11/30/65

Calendar Date Stage 1 - 8/31/65

No. of Workdays Used Stage 2 - 8/31/65.

Extension Requested

No. of Additional Workdays Requested 10/15/66 (Stage 1 Only)

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 20 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

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Contract No. 6268 Contractor United States Steel Corporation

Highway Oregon Coast

Section Astoria Bridge

Kind of Work Steel Superstructure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Delays to contractors operations because of failure of DeLong Corporation to complete contract 6124 and opening structure to traffic prior to completion of work and prior to advanced completion date.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6268

Project designation F-003-1(16) (State-Federal)

Date awarded May 10, 1963

Work started Dec. 16, 1963

Per cent completed 99% 9/22/66 (Date)

Cal. Date for Compl. Stage 1 - 9/30/65

No. of Workdays Allowed Stage 2 - 11/30/65

Calendar Date Stage 1 - 8/31/65

No. of Workdays Allowed Stage 2 - 8/31/65

Extension Requested

No. of Added Workdays Requested 10/15/66 (Stage 1 Only)

State Printing 37020

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....September 12....., 19.66..

Gentlemen:

We, the undersigned, respectfully request an increase of 45 days past August 31, 1966 on Stage 1 work within which to complete our Contract No. ....6268....., without the assessment of liquidated damages. The said contract is described as follows: **contract for steel superstructure on Columbia River Bridge from Astoria, Oregon to Pt. Ellice, Washington.**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **the advance opening of bridge to traffic on July 29, 1966 has impeded the prosecution of our work ever since then.**

Respectfully submitted,

UNITED STATES STEEL CORPORATION
Contractor

By GENERAL CONTRACTING MANAGER, AMERICAN BRIDGE DIVISION

CONSENT OF SURETY

Date ....September 14,....., 19.66..

We, FEDERAL INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vi K. Scott, Attorney-in-fact

(SEAL)

MARSH & McLENNAN
D. K. MacDONALD & COMPANY, INC.

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Vi K. Scott, Edward E. Stalling, Donald H. Haeseker and Bernadette Karnbauer of Pittsburgh, Pennsylvania -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 11th day of August 19 65

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 11th day of August 19 65 before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public
MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1966

Form 12159F (Ed. 1-64)

I-378 (3M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 14th day of

September, 19 66

L. Haynau
Assistant Secretary

BRIDGE DIVISION
SEP 20 1966
A.M. 1,2,3,4,5,6,7,8,9,10,11,12

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

F. Gordon Shaw
DISTRICT CONTRACTING MANAGER

Walter R. Holmstrom
CONTRACTING MANAGER

September 19, 1966

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Subject: ABD Order V-8562-70
Contract Number 6268
Columbia River Bridge at Astoria, Oregon

Dear Mr. Edwards:

Supplementing our letter of August 26, 1966 requesting an extension of time, we are enclosing for Oregon State Highway Department approval six copies of form E-320(Rev.)-5M-5-60. We would appreciate your presenting these papers for approval.

Very truly yours,

Walter R. Holmstrom
Contracting Manager

WRH:ln

Enc. (6)

Oregon Highway Div.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
SEP 20 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 12 1966
FOR FILING
F-003-1 (16)
6268

4934

September 9, 1966

Mr. Walter R. Holmstrom
Contracting Manager
American Bridge Division
U. S. Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Astoria Bridge
Contract 6268

Dear Mr. Holmstrom:

I have your letter of August 26 requesting an additional time extension to October 15 in which to complete Stage 1 contract work.

Please use the enclosed forms in presenting your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CMG:jf ja

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

F. GORDON SHAW
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

August 26, 1966

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Subject: ABD Order V-8562-70
Contract Number 6268
Columbia River Bridge at Astoria, Oregon

Dear Mr. Edwards:

It is requested that we be granted an extension of time for completion of Stage 1 work on the Astoria Bridge due to delays which we have experienced because of premature opening of the bridge to traffic before completion of Stage 1 work.

It is anticipated that we will complete all work covered by Stage 1 on October 15, 1966 with the exception of the installation of the fender lights at Pier 169. This work is being delayed by the State of Oregon until completion of the fender work.

Very truly yours,

Walter R Holmstrom
Contracting Manager

WRH:ln

cc: Messrs. W. B. Hunter
A. A. Porter
D. J. McDaniel
F. A. Yerke
H. N. Johnston

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 29 1966 PM
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RECEIVED
AUG 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC DATA BY DAYS FOR ONE MONTH

Route or Highway No. US 101 Station No. _____

Location A STORIA BRIDGE

Month September, 1966

Day of Week	Date	24 Hour Adjusted Total
Monday	5	3176
	12	1477
	19	1297
	26	1103
	Total	7053
Tuesday	6	1753
	13	1515
	20	1387
	27	1136
	Total	5791
Wednesday	7	1652
	14	1488
	21	1365
	28	1118
	Total	5623
Thursday	1	2004
	8	1684
	15	1440
	22	1332
	29	1043
	Total	7503
Friday	2	2368
	9	1807
	16	1724
	23	1561
	30	1174
	Total	8634
Week Day Total		34604

Day of Week	Date	24 Hour Adjusted Total
Saturday	3	2940
	10	2220
	17	1872
	24	1639
	Total	8671
Sunday	4	4241
	11	2538
	18	2367
	25	1993
	Total	11139

Average Week Day (A) = 1573
Average Saturday (B) = 2168
Average Sunday (C) = 2785

Average Daily Traffic For Month = $\frac{5A+B+C}{7}$

5A	7865
B	2168
C	2785
Total	12818
Average Daily Traffic for Month 1/	1831

REMARKS 1/ Includes toll free vehicles.

RECEIVED
OCT 6 1966

FORM 8310-506 SP*23401-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1966

SUBJECT: Security Measures at Astoria Bridge

To:

Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

The suggestions offered by Captain John A. D'Angelo and Captain Howard of the State Police regarding security measures to be adopted by the toll taking unit of the Astoria bridge have been adopted or are in the process of being adopted as follows:

1. We have installed an alarm system which is connected from the Toll Plaza with the State Police office and is as of this date being connected with the City Police office in Astoria.

2. The inter-communication system to be installed linking the Toll Plaza, State Police, Highway Department, Motor Vehicles Department, and Tourist Information offices has been ordered and will be installed as soon as it arrives.

3. The bids for the safe installation in the Toll Plaza and the Toll Office were opened on September 29 and awarded to Portland Safe Company. That Company has assured us that the installation will be completed within 30 days.

4. The safe arrangement will take care of the suggestion for handling surplus receipts.

5. As yet no consideration has been given to the installation of a red light on top of the Toll Plaza as an alerting measure in case of trouble. Mr. R. M. Smith feels that such a light might result in injury to the toll takers in case of a holdup.

6. Burglary and Robbery insurance covering the toll receipts is now in force.

NOTED
TOM EDWARDS

7. We are using audit tapes and vehicle counters in an endeavor to cross-check the deposits and receipts of the individual toll takers. This feature is being handled by the Accounting Division and improvements are being made in the procedure.

8. This suggestion will be followed in the hiring of any new toll takers before they are employed, and the Police have, according to their report, checked each of the toll takers working at the present time.

After the installation of the safes, the receipts can be taken to the bank once only each day, and, in my opinion, we should follow the suggestion of the Chief of Police and employ the services of an off-duty City Policeman to assist once each working day in the delivery of the receipts to the bank.

E. S. Hunter
Maintenance Engineer

By E Chidsey

E. F. Chidsey
Service and Equipment Engineer

EFC:aj

cc: C. H. Maison
R. D. Asburry
R. M. Smith

RECEIVED
OCT 3 1966
OFFICE
STATE HIGHWAY ENGINEER

OREGON STATE POLICE

M E M O R A N D U M

To: Mr. Holly V. Holcomb, Superintendent

On August 16, 1966 Captain John A. D'Angelo and the writer conducted a security investigation at the new Astoria-Megler bridge and herewith submit our observations and recommendations for your consideration.

Mr. Tom Edwards, Assistant State Highway Engineer, has been provided a copy of this memorandum.

RECOMMENDATIONS

1. That an adequate alarm system be installed to be activated at the Toll Plaza and connected with the State Police Office and the Astoria Police Department.

2. That an inter-communication system be installed linking the Toll Plaza, State Police, Highway Department, Motor Vehicle Department and Tourist Information Offices together. Activation of this system by foot should be arranged in the Toll Plaza. We are advised that such an inter-communication system has been approved and ordered by the Highway Department.

3. That consideration be given to the installation of a modern floor safe as burglar proof as possible, to be imbedded in concrete and placed in the Toll Office, which would permit holding bridge receipts over weekend periods and require depositing receipts at the bank only once a day, five days per week.

4. That some method of permitting toll takers to place surplus receipts in a safe, locked box in the Toll Plaza be provided. This would entail placement of small permanently installed safety boxes in the Plaza and would eliminate the present practice of leaving large sums of money in the toll takers' registers.

5. That consideration be given to the installation of a red light on top of the Toll Plaza to be activated by the toll takers whenever difficulty is encountered; and the light would serve as another means of alerting police personnel of difficulty at the Plaza.

6. That consideration be given to the feasibility of obtaining burglary and robbery insurance which would cover the toll receipts.

7. That audit tapes of toll receipts be retained and used as a double check on deposits of receipts of individual toll collectors.

8. That adequate precautions be taken to provide security clearance of all personnel employed as toll collectors or having access to receipts. This clearance should include criminal record checks and submission of fingerprints.

PRESENT TOLL COLLECTORS

The following individuals are employed as toll collectors at the bridge:

VERNON T. C. WELD,	DOB 11-3-16,	date of	employment	6-1-62.
WALTER B. WRIGHT,	DOB, 6-29-99,	"	"	1-10-47.
DONALD R. BESS,	DOB 1-24-16,	"	"	9- 1-47.
GEORGE R. BONGARD,	DOB 6-17-04,	"	"	11-25-64.
RAYMOND G. FALLEUR,	DOB 11-15-03	"	"	7- 2-54.
JETHRO J. LOWEY,	DOB 11-23-15,	"	"	3- 1-56

These employees are all in the pay range of approximately $420.00 per month. They are not of record with the Bureau of Identification at this headquarters.

PRESENT PROCEDURE

Six toll collectors are presently employed. One collector is on duty from 8:00 AM to 4:00 PM daily. An additional collector is on duty from 10:00 AM to 6:00 PM; another from 4:00 PM to 12 midnight; another from 12:00 midnight to 8:00 AM. Each collector has been employed by the Highway Department for various periods and were previously ticket agents for the ferry system operated between Astoria and Megler. Each toll collector, with the exception of the 8:00 AM to 4:00 PM shift, is presently required to deposit his receipts at the Astoria Branch of the U. S. National Bank, located approximately two miles away, at the termination of his shift. Receipts from the 8:00 AM to 4:00 PM shift are consolidated with the 10:00 AM to 6:00 PM shift and both are taken to the bank by the toll collector on this later shift. Following this procedure it is necessary for someone else to go to the bank later, obtain the receipts deposited and return them to the toll office in the Highway Building where they are counted, deposit slips prepared, and subsequently returned to the bank and deposited.

This, to us, appears to be extremely poor security procedure and we earnestly recommend and urge that arrangements be made promptly with bank officials that suitable space be provided at the bank for counting receipts, thus eliminating taking the receipts to the bank and then later returning there and obtaining the receipts, taking them back to the Highway Building, counting them and then returning to the bank and making the deposit. This procedure should be eliminated forthwith.

Toll receipts have totaled as much as $20,000.00 during a week end period and over the week end of August 13-14 receipts totaled about $16,000.00. This amount of money takes considerable time to count, and on August 15th it required six hours to count the receipts and the deposit was not made at the bank until 2:00 PM. Police escort is presently being provided toll collectors, on request, by the Astoria Police Department and on occasion by State Police personnel.

We conferred with Chief of Police Paul Bettiol of the Astoria Police Department and he agreed to furnish escort service on request pending the adoption of procedure by the Highway Department. We believe there should be no more than two deposits per day at the bank - one at 6:00 PM and one at 12:00 midnight. We do not believe it is necessary for the toll collector on the midnight to 8:00 AM shift to take his receipts to the bank depository because the receipts on this shift normally are considerably less than the $350.00 daily furnished each shift collector for change. We believe that the receipts placed in the bank depository at 6:00 PM and at midnight should be counted the following day at the bank and added to any other receipts and deposited in accord with usual procedure. Of course, on Saturdays, Sundays and holidays the extra deposits would be made on the following day. If our recommendation with respect to an adequate concrete imbedded safe being obtained is approved we believe it would only be necessary to take the receipts to the bank for deposit once a day, five days per week.

OBSERVATIONS

A rather antiquated safe is presently afforded in the toll office for the $1030.00 normally kept as change for the collectors, and for receipts, and we believe this safe should be retained and used for change money in the event a more adequate safe is provided for bridge receipts.

We learned that the combination to the present safe is known by ten employees of the Highway Department at the Astoria office and we believe this is an extremely poor security procedure which should be corrected. Also, it is doubtful that the collector on the midnight to 8:00 AM shift requires as much as the $350.00 change provided, as receipts during this shift average only about $150.00. We suggested to Chief of Police Bettiol that perhaps some of his off-duty officers would be interested in providing escort service for the bridge toll receipts, and he advised that he would prefer handling the escort in this manner rather than using regular on-duty personnel. We believe that it might be feasible for the Highway Department to consider such an arrangement with compensation to be determined on an hourly basis plus transportation and insurance costs. It is probable that such an arrangement could be made on the basis of $4 to $5 per hour or portion thereof.

Contents of this memorandum have been discussed with Mr. Tom Edwards.

R. G. Howard, Captain
Criminal Division

RGH:sl

Salem, Oregon
August 17, 1966

RECEIVED
SEP 29 1966
FOR FILING

September 29, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 17
October 6, 1966 meeting

Gentlemen:

Contract 6268 with United States Steel Corporation for furnishing, placing, and decking the steel superstructure for the Astoria Bridge specified that Stage 1 (ready for traffic) be completed April 30, 1965, and Stage 2 (finish coat of paint and final cleanup) be completed on November 30, 1965.

Due to noncompletion of the piers, the contractor was denied access to the main working arena for a period of some 27 months. The Commission by previous action has extended time for completion of Stage 1 some 16 months and Stage 2 approximately 19 months. Stage 1 covers the work necessary to open the bridge to traffic. Stage 2 includes the remainder of the work of painting and putting in the pier fenders.

The contractor now requests that the completion date of Stage 1 be advanced an additional 45 days, specifically to October 15, 1966, without assessment of liquidated damages. The contractor has been extremely cooperative and did, in fact, suffer some distress due to opening of the bridge prior to completion of Stage 1.

I recommend that the requested extension be granted. This advances the completion date for Stage 1 to October 15, 1966. The completion date for Stage 2 work is to remain July 31, 1967.

This matter will be on the agenda for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:jf/TE:ja bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 20 1966 PM
7 8 9 10 11 12 1 2 3 4 5 6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor United States Steel Corporation

Highway Oregon Coast

Section Yaquina Bridge

Kind of Work Steel Superstructure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Delay to contractors operations due to failure of Delong Corporation to complete work of all subcontractors to perform prior to completion of work, and prior to new completion date.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	6236
Project designation	F-003-1(16) State-Federal
Date awarded	May 14, 1963
Work started	Dec. 12, 1963
Per cent completed	99.6 — 8-30 Date
Cal. Date for compl.	Stage 1 - 7/11/66
No. of Workdays Allowed	Stage 2 - 11/1/66
Calendar Date	Stage 1 - 9/10/66
No. of Workdays Used	Stage 1 - 9/252
No. of Added Workdays Requested	19+0 (Stage 1 only)

State Printing 27969

E--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 12, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase/~~XXXX

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Vi K. Scott, Edward E. Stalling, Donald H. Haeseker and Bernadette Karnbauer of Pittsburgh, Pennsylvania -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 11th day of August 19 65

FEDERAL INSURANCE COMPANY

By Frederick C. Gardner

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 11th day of August 1965 before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Marion J. McGrath

Notary Public
MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1966

Form 12139F (Ed. 1-64)

L-1199 (2M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 14th day of September, 19 66

L. Slayman
Assistant Secretary

BRIDGE DIVISION
SEP 20 1966 PM
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7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 29 1966
. FOR FILING

4268

September 28, 1966

AIRMAIL

Mr. James Smith
Wilbur Smith & Associates, Inc.
4500 Jackson Boulevard
Columbia, South Carolina

Dear Mr. Smith:

Reference is made to the proposal dated September 20 from your Vice President, Mr. Henry K. Evans.

The contents of this proposal have been discussed with the Highway Commission and are acceptable as outlined. However, we are advised by the Department's Legal Counsel that it is necessary to enter into a formal agreement to cover this service. Enclosed are three copies of such an agreement, which we believe is in conformance with Mr. Evans' proposal. Will you please examine the agreement and if it is satisfactory, please execute two copies and return them to this office. A fully executed copy will be returned to you after formal adoption and acceptance by the Highway Commission. If there is any portion of the agreement that is unsatisfactory to you, please let us know as soon as possible.

We find that Wilbur Smith and Associates, Inc. is not registered to conduct business in the state of Oregon. This causes no complication if you are willing to wait until the completion of this assignment to accept payment. A partial payment would require your registering with the State Corporation Commissioner, which would seem to be an unnecessary complication and expense in an assignment of this duration.

The third copy of the agreement is for your files pending receipt of the fully executed copy.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
F. B. Crandall

Floyd Query

RLP:ms
encs.
cc Mr. Henry K. Evans

Wilbur Smith & Associates, Inc.
CALIFORNIA

CABLE: WILSMITH

CONSULTING ENGINEERS

582 MARKET STREET
SAN FRANCISCO, CALIF. 94104
982-3221

September 20, 1966

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon 97310

Dear Mr. Cooper:

In response to your invitation and pursuant to our various discussions we are pleased to submit the following revised proposal for a study of the Astoria Toll Bridge. This replaces our previous proposal of September 8, 1966.

Traffic volumes over this newly opened toll bridge are considerably higher than those predicted several years ago. Also suggestions have been made that the toll schedule should be revised. The object of this study will be to ascertain the best toll schedule for this bridge, and to make new projections of traffic and revenues for future years, based on current information.

Scope of Work

We will analyze characteristics of the current bridge traffic as well as that potential to the bridge, and recommend an optimum toll schedule. The matter of lower tolls for repeat usage and other differential rates will be given special study. Prospective annual traffic and earnings will be estimated for a 30-year period based on analysis of traffic growth trends and anticipated growth of areas of traffic generation affecting the bridge, employing the recommended optimum toll schedule.

In this connection present and anticipated future traffic origin-destination patterns will be analyzed. Consideration will be given to anticipated future changes in highway travel conditions which could affect bridge patronage, including removal of the toll on the Portland-Vancouver Interstate Bridge.

Studies and Investigations

Driver interviews will be made for both directions of flow on the Astoria and Longview bridges on four normal days, (Saturday, Sunday and two weekdays, (e.g. Monday and Tuesday, or Thursday and Friday). Manpower and supervision for these interviews will be supplied by the Oregon State Highway Department, at no cost to us. However, the design of the questionnaire, general technical direction of this work, and coding, tabulation and analysis of interviews will be our responsibility. Trip origins and destinations, frequency of crossings, and purpose of trip will be questions to be asked in the interviews.

Similarly it is understood that you will provide us with traffic counts for both bridges, taken during the interview studies, and will provide up-to-date as well as available past traffic count data on all important highways in the bridge environs.

We will seek out all available data or trends and projections on population, employment, commercial activity, land use, tourism, and other economic factors affecting bridge traffic and employ this information in conjunction with origin-destination data, to project future bridge patronage.

We will make reconnaisance studies and travel speed investigations on access routes. Also we will confer with various agencies and individuals, both public and private, to assist in evaluating probable economic and land use development potentials affecting volume and character of future bridge traffic.

Schedule and Report

We understand the results of our work are desired by the end of the current year.We are prepared to submit our study findings, recommendations and estimates, by January 1, 1967, and accordingly, would submit by this date 50 copies of a complete report. A qualified project engineer, and assistants from our New Haven, Connecticut, office will be assigned responsibility for this work. In addition to working with you personally during progress of these studies, our project engineer will be available for one or two meetings in Oregon for presentation and discussions of our report, following its submittal.

This schedule is based on your furnishing us with results of your driver interview studies by October 15th at the latest.

Fee

Our fee for this work will be a lump sum of $17,000, payable upon your receipt of our final report. The costs entailed in this fee are estimated as follows:

ITEM	COSTS
Professional Engineers Salaries	$5,000
Drafting, Secretarial and Clerical Salaries	1,500
Travel and Subsistence	1,000
Printing and Reproduction	400
Statistical and Tabulating	600
Telephone and Miscellaneous	200
Overhead and Profit	8,300
	$17,000

We greatly appreciate the opportunity of being considered for this interesting work. I trust the foregoing proposal reflects your wishes with respect to scope of work. We will be pleased to amplify or change it as necessary, if you so desire.

Very truly yours,

Henry K. Evans, Vice President

Registered Professional Engineer
Oregon No. 4668

HKE/dt

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Wilbur Smith & Associates, Inc.
CALIFORNIA

CABLE: WILSMITH

CONSULTING ENGINEERS

582 MARKET STREET
SAN FRANCISCO, CALIF. 94104
982-3221

September 8, 1966

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon 97310

Dear Mr. Cooper:

In response to your invitation and pursuant to our discussions last week in Salem, we are pleased to submit the following proposal for a study of the Astoria Toll Bridge.

Traffic volumes over this newly opened toll bridge are considerably higher than those predicted several years ago. Also suggestions have been made that the toll schedule should be revised. The object of this study will be to ascertain the best toll schedule for this bridge, and to make new projections of traffic and revenues for future years, based on current information.

Scope of Work

We will analyze characteristics of the current bridge traffic as well as that potential to the bridge, and recommend an optimum toll schedule. The matter of lower tolls for repeat usage and other differential rates will be given special study. Prospective annual traffic and earnings will be estimated for a 30-year period based on analysis of traffic growth trends and anticipated growth of areas of traffic generation affecting the bridge, employing the recommended optimum toll schedule.

In this connection present and anticipated future traffic origin-destination patterns will be analyzed. Consideration will be given to future changes in highway travel conditions which could affect bridge patronage, as well as possibility of tolls being instituted on the Longview Bridge and impending removal of the toll on the Portland-Vancouver Interstate Bridge.

Studies and Investigations

Driver interviews will be made for both directions of flow on the Astoria and Longview bridges on four normal days, (Saturday, Sunday and two weekdays, (e.g. Monday and Tuesday, or Thursday and Friday). Manpower

and supervision for these interviews will be supplied by the Oregon State Highway Department, at no cost to us. However, the design of the questionnaire, general technical direction of this work, and coding, tabulation and analysis of interviews will be our responsibility. Trip origins and destinations, frequency of crossings, and purpose of trip will be questions to be asked in the interviews.

Similarly it is understood that you will provide us with traffic counts for both bridges, taken during the interview studies, and will provide up-to-date as well as available past traffic count data on all important highways in the bridge environs.

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We will make reconnaisance studies and travel speed investigations on access routes. Also we will confer with various agencies and individuals, both public and private, to assist in evaluating probable economic and land use development potentials affecting volume and character of future bridge traffic.

Schedule and Report

We understand the results of our work are desired by the end of the current year. We are prepared to submit our study findings, recommendations and estimates, by January 1, 1967, and accordingly, would submit by this date 50 copies of a complete report. A qualified project engineer, and assistants from our New Haven, Connecticut, office will be assigned responsibility for this work. In addition to working with you personally during progress of these studies, our project engineer will be available for one or two meetings in Oregon for presentation and discussions of our report, following its submittal.

This schedule is based on your furnishing us with results of your driver interview studies by October 15th at the latest.

Fee

Our fee for this work will be a lump sum of $17,000, payable upon your receipt of our final report.

* * * *

September 8, 1966

We greatly appreciate the opportunity of being considered for this interesting work. I trust the foregoing proposal reflects your wishes with respect to scope of work. We will be pleased to amplify or change it as necessary, if you so desire.

Very truly yours,

Henry K. Evans, Vice President

Registered Professional Engineer
Oregon No. 4668

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SEP 29 1966
FOR FILING
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September 28, 1966

Oregon State Highway Commission

Gentlemen:

Considerable agitation is developing to reduce and adjust the toll schedules in connection with the Astoria Bridge.

It has been anticipated that such a request was inevitable and in order to secure an unbiased review and study of the problem, it is recommended that the firm of Wilbur Smith & Associates, Inc., consulting engineers, be retained to analyze the current and potential traffic over the bridge and to recommend an optimum toll schedule based thereon that will render the greatest benefit to the states of Oregon and Washington.

The consultant will also make a recommendation as to tolls for repeater traffic, such as commuter buses, local delivery trucks, and things of this nature. He has agreed to perform this service expeditiously and will complete his report by December 31, 1966, for a fee of $17,000.

The matter was discussed with Chairman Jackson on September 23, at which time he gave his approval. It will appear on the agenda for the October 6 meeting for your consideration and we recommend your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison

RLP:ms bg

TABLE VII

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENT
ASTORIA TOLL BRIDGE, 1966-1995

Year 1/	ADT	Annual Traffic	Gross Revenues	Operating Expenses 2/	Net Revenue	Bonds Outstanding Beg. of Year	Int Payn
1966	697	106,000	$ 185,900	$ 39,000	$ 146,900	$ 23,200,000	$
1967	786	286,700	502,800	94,500	408,300	22,800,000	
1968	805	293,900	515,400	95,400	420,000	22,000,000	
1969	825	301,200	528,200	99,300	428,900	21,200,000	
1970	846	308,700	541,400	100,200	441,200	20,400,000	
1971	867	316,500	555,100	101,100	454,000	19,600,000	
1972	889	324,400	568,900	105,300	463,600	18,800,000	
1973	911	332,500	583,100	106,300	476,800	18,000,000	
1974	934	340,800	597,700	107,300	490,400	17,200,000	
1975	957	349,300	612,600	111,700	500,900	16,400,000	
1976	981	358,000	627,800	112,700	515,100	15,600,000	
1977	1,006	367,000	643,600	113,800	529,800	14,800,000	
1978	1,031	376,200	659,800	118,400	541,400	14,000,000	
1979	1,057	385,600	676,200	119,500	556,700	13,200,000	
1980	1,083	395,200	693,100	120,600	572,500	12,400,000	
1981	1,110	405,100	710,400	125,700	584,700	11,600,000	
1982	1,138	415,200	728,200	126,700	601,500	10,800,000	
1983	1,166	425,600	746,400	127,900	618,500	10,000,000	
1984	1,195	436,200	765,000	133,200	631,800	9,200,000	
1985	1,225	447,200	784,300	134,400	649,900	8,400,000	
1986	1,256	458,300	803,700	135,700	668,000	7,600,000	
1987	1,287	469,800	823,900	141,300	682,600	6,800,000	
1988	1,319	481,500	844,400	142,600	701,800	6,000,000	
1989	1,352	493,600	865,700	144,000	721,700	5,200,000	
1990	1,386	505,900	887,200	149,800	737,400	4,400,000	
1991	1,421	518,600	909,500	152,400	757,100	3,600,000	
1992	1,456	531,500	932,100	153,900	778,200	2,800,000	
1993	1,493	544,800	955,400	160,200	795,200	2,000,000	
1994	1,530	558,400	979,300	161,700	817,600	1,200,000	
1995	1,568	572,400	1,003,800	163,200	840,600	400,000	
Totals			21,230,900	3,697,800	17,533,100		10

1/ Data for 1966 assumes that the bridge will open for traffic on August 1st. This table is based upon continuance o

2/ Includes insurance premiums on bridge, $50,000 annually.

NOTE: Data are for $1.50

TABLE VII

FFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966-1995

Operating Expenses 2/	Net Revenue	Bonds Outstanding Beg. of Year	Interest Payments	Principal Payments	Annual Debt Requirements
$ 39,000	$ 146,900	$ 23,200,000	$ 310,800	$ 400,000	$ 710,800
94,500	408,300	22,800,000	713,800	800,000	1,513,800
95,400	420,000	22,000,000	681,800	800,000	1,481,800
99,300	428,900	21,200,000	649,800	800,000	1,449,800
100,200	441,200	20,400,000	617,800	800,000	1,417,800
101,100	454,000	19,600,000	585,800	800,000	1,385,800
105,300	463,600	18,800,000	556,800	800,000	1,356,800
106,300	476,800	18,000,000	533,800	800,000	1,333,800
107,300	490,400	17,200,000	511,600	800,000	1,311,600
111,700	500,900	16,400,000	488,800	800,000	1,288,800
112,700	515,100	15,600,000	466,000	800,000	1,266,000
113,800	529,800	14,800,000	442,400	800,000	1,242,400
118,400	541,400	14,000,000	418,400	800,000	1,218,400
119,500	556,700	13,200,000	394,200	800,000	1,194,200
120,600	572,500	12,400,000	369,800	800,000	1,169,800
125,700	584,700	11,600,000	345,000	800,000	1,145,000
126,700	601,500	10,800,000	320,000	800,000	1,120,000
127,900	618,500	10,000,000	295,000	800,000	1,095,000
133,200	631,800	9,200,000	270,000	800,000	1,070,000
134,400	649,900	8,400,000	244,400	800,000	1,044,400
135,700	668,000	7,600,000	218,800	800,000	1,018,800
141,300	682,600	6,800,000	193,000	800,000	993,000
142,600	701,800	6,000,000	167,000	800,000	967,000
144,000	721,700	5,200,000	140,600	800,000	940,600
149,800	737,400	4,400,000	114,200	800,000	914,200
152,400	757,100	3,600,000	87,600	800,000	887,600
153,900	778,200	2,800,000	60,800	800,000	860,800
160,200	795,200	2,000,000	34,000	800,000	834,000
161,700	817,600	1,200,000	7,200	800,000	807,200
163,200	840,600	400,000	200	400,000	400,200
3,697,800	17,533,100		10,239,400	23,200,000	33,439,400

ic on August 1st. This table is based upon continuance of toll operation thru December 31, 1995.
v.

NOTE: Data are for $1.50 basic toll.

FOR FILING
SEP 28 1966
NOTED
FORREST COOPER

TABLE VIII

BOND FINANCING SUBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON AND WAS
ASTORIA TOLL BRIDGE, 1966-1995

Year	Subsidy Required to Meet the Annual Bond Financing Costs					Total Maintena Expens
	Total Subsidy 1/	Basic Oregon Portion	Shared Portion			
			Total	By Oregon	By Washington	
1966	$ 563,900	$ 100,000	$ 463,900	$ 380,600	$ 83,300	$ 57,
1967	1,105,500	100,000	1,005,500	805,500	200,000	141,
1968	1,061,800	100,000	961,800	761,800	200,000	144,
1969	1,020,900	100,000	920,900	720,900	200,000	147,
1970	976,600	100,000	876,600	676,600	200,000	150,
1971	931,800	100,000	831,800	631,800	200,000	153,
1972	893,200	100,000	793,200	593,200	200,000	156,
1973	857,000	100,000	757,000	557,000	200,000	159,
1974	821,200	100,000	721,200	521,200	200,000	162,
1975	787,900	100,000	687,900	487,900	200,000	165,
1976	750,900	100,000	650,900	450,900	200,000	169,
1977	712,600	100,000	612,600	412,600	200,000	172,
1978	677,000	100,000	577,000	377,000	200,000	176,
1979	637,500	100,000	537,500	337,500	200,000	179,
1980	597,300	100,000	497,300	298,400	198,900	183,
1981	560,300	100,000	460,300	276,200	184,100	187,
1982	518,500	100,000	418,500	251,100	167,400	190,
1983	476,500	100,000	376,500	225,900	150,600	194,
1984	438,200	100,000	338,200	202,900	135,300	198,
1985	394,500	100,000	294,500	176,700	117,800	202,
1986	350,800	100,000	250,800	150,500	100,300	206,
1987	310,400	100,000	210,400	126,200	84,200	210,
1988	265,200	100,000	165,200	99,100	66,100	214,
1989	218,900	100,000	118,900	71,300	47,600	218,
1990	176,800	100,000	76,800	46,100	30,700	223,
1991	130,500	100,000	30,500	18,300	12,200	227
1992	82,600	82,600	- -	- -	- -	232,
1993	38,800	38,800	- -	- -	- -	237,
1994	(10,400)	- -	(10,400)	(6,200)	(4,200)	241
1995	(440,400)	- -	(440,400)	(264,200)	(176,200)	246,
Totals	15,906,300	2,721,400	13,184,900	9,386,800	3,798,100	5,550,

1/ Subsidy equals annual debt requirement minus net revenues.

2/ Surplus revenues are to be used to repay t previously advanced. Par. 4, Gen. Prov.

TABLE VIII

CING SUBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE, 1966-1995

the Annual Bond Financing Costs			Total Maintenance Expense	Total Contribution	
Shared Portion					
Total	By Oregon	By Washington		Oregon	Washington
$ 463,900	$ 380,600	$ 83,300	$ 57,800	$ 509,500	$ 112,200
1,005,500	805,500	200,000	141,600	976,300	270,800
961,800	761,800	200,000	144,400	934,000	272,200
920,900	720,900	200,000	147,400	894,600	273,700
876,600	676,600	200,000	150,200	851,700	275,100
831,800	631,800	200,000	153,200	808,400	276,600
793,200	593,200	200,000	156,400	771,400	278,200
757,000	557,000	200,000	159,400	736,700	279,700
721,200	521,200	200,000	162,600	702,500	281,300
687,900	487,900	200,000	165,800	670,800	282,900
650,900	450,900	200,000	169,200	635,500	284,600
612,600	412,600	200,000	172,600	598,900	286,300
577,000	377,000	200,000	176,000	565,000	288,000
537,500	337,500	200,000	179,600	527,300	289,800
497,300	298,400	198,900	183,200	490,000	290,500
460,300	276,200	184,100	187,000	469,700	277,600
418,500	251,100	167,400	190,600	446,400	262,700
376,500	225,900	150,600	194,400	423,100	247,800
338,200	202,900	135,300	198,200	402,000	234,400
294,500	176,700	117,800	202,400	377,900	219,000
250,800	150,500	100,300	206,200	353,600	203,400
210,400	126,200	84,200	210,400	331,400	189,400
165,200	99,100	66,100	214,600	306,400	173,400
118,900	71,300	47,600	218,800	280,700	157,000
76,800	46,100	30,700	223,200	257,700	142,300
30,500	18,300	12,200	227,800	232,200	126,100
- -	- -	- -	232,400	198,800	116,200
- -	- -	- -	237,000	157,300	118,500
(10,400)	(6,200)	(4,200)	241,800	114,700	116,700
(440,400)	(264,200)	(176,200)	246,600	(140,900) 1/	(52,900) 2/
13,184,900	9,386,800	3,798,100	5,550,800	14.883,600	6,573,500

t minus net revenues.

2/ Surplus revenues are to be used to repay the respective states for funds previously advanced. Par.4, Gen. Prov. of the agreement.

Note: Data are for $1.50 basic toll.

RECEIVED
OCT 13 1966

Form A-1so-sk

0-1-M

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge at Astoria, Steel Sup. Date 9-26, 19 66

Highway U.S. 101 Contract No. 6268

County Clatsop, Ore.-Pacific, Wn. Prefix 4-1805

Contractor U.S. Steel Corp. F. A. Project No. F-003-1(16)

Address 506 S.W. 6th., Portland, Oregon Price Agreement No. 9

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

This price agreement is a credit to the State, by the contractor, in lieu of painting the outside surface of the concrete parapet rail and the curb and deck overhang. All other surface finishing shall be done.

Locations by station numbers:

118+20.83 to 154+98.00 and 266+98.00 to 311+83.50

Names of pay items, estimated quantities and agreed prices:

Delete painting the outside surface of the concrete.
Lump sum payment to the State by the contractor----------$4,086.00 total.

Specifications, basis of measurement and other provisions:

The above agreed price shall be full compensation to the State by the contractor for elimination of the painting of that part of the structure described above.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$11,387,194.77
Present estimate of project cost, including $4,086.00 for work under this order	$11,387,194.77
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Robert O. Cunningham, Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed U.S. Steel Corp Contractor

by Walter R Johnston

Approved: [redacted], Office Engineer.

State Printing

RECEIVED
SEP 27 1966
FOR FILING

September 26, 1966

Mr. Fred H. Merten
1055 River Loop #2
Eugene, Oregon

Dear Mr. Merten:

Reference is made to your recent letter to Governor Hatfield concerning paint damage to your car at Astoria and Portland.

All State Highway contracts require the contractor to be responsible for any damage to private property that may be caused by his activities. In the case of the Astoria Bridge, the painting is being subcontracted by the prime contractor, American Bridge Division, United States Steel Corporation, 506 S. W. Sixth Avenue, Portland 97204 (telephone 223-9503). On the Portland-Vancouver Bridge, the painting contractor is Andrew Meshein, Post Office Box 334, Lynnwood, Washington 98036.

I understand that these people have been cooperative in correcting any damage they have incurred. However, if you have any difficulty after making a claim, let us know and we will do the best we can to assist you.

We appreciate the problem being brought to our attention and are sorry that you were inconvenienced.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPjms
cc Governor Hatfield
bc Forrest Cooper
Tom Edwards
Victor D. Wolfe
I. D. Merchant

Mr. Fred H. Merten
1055 River Loop # 2
Eugene, Oregon
September 10, 1966

Honorable Mark O. Hatfield
Governor State of Oregon
State Capital
Salem, Oregon

Dear Governor;

Automobile paint and the new Astoria bridge are the subjects of this letter. By now, I imagine you are quite well aware of the difficulties involved.

It seems expensive and discouraging to pay $1.50 toll, plus a share of taxes as a resident of Oregon, and then end up faced with an additional expense of spray paint removal and a wax job on one's car.

On the 21st of August we crossed the new Astoria bridge single file and there was no warning or note of caution. Is the toll on the bridge so very crucial as to open it early, before the construction including the paint, is actually completed?

Since I do not carry comprehensive insurance on my car it is necessary that I collect my own claim. Through various calls to the State Highway Department in Salem I finally was advised to contact Mr. Holmstrom of the American Bridge Co., Portland office. He suggested I forward my claim to the Reumnells Industries, the sub-contractor in Richmond, California, which was done.

The following week, August 30th while crossing the Portland-Vancouver toll bridge we again had our car covered with paint. Since these were large drops and noticed in time, we were able to stop at a service station and remove them along with the new polish job from the previous week.

We have recently read in the Oregonian that the insurance men have had no success in efforts to have painting contractors on the Astoria Bridge assume responsibility. We would like to know just who is responsible? We feel that since the state, in both cases, is charging a toll and gives the motorist no advance warning, that they have a definite responsibility in this situation. We further feel that the State Highway department should require the paint contractors to provide better protection. We can control space shots to the moon but we cannot control paint drops on the Portland Vancouver toll bridge.

I am sending a copy of this letter to the State Highway department requesting they furnish me with the necessary information so that we may complete and forward a claim on the paint damage while crossing the Portland-Vancouver toll bridge also.

We would appreciate any suggestions you or the Highway department have to facilitate our collecting these two damage claims.

Sincerely,

Fred H. Merten
cc State Highway Department

RECEIVED
SEP 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 12 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 28 1966

Edw

ED FEAREY & COMPANY
101 NINTH STREET
ASTORIA, OREGON

REFERRED TO
BY SECRETARY

RECEIVED
SEP 27 1966
STATE PLANNING COMMISSION

September 26, 1966

American Bridge Company
#10 Columbia
Astoria, Oregon

Re: Astoria Bridge Paint Losses

Gentlemen:

We herewith report the following claims of paint losses, which were made to us by our insureds:

Margarito Rada	470 3rd Street, Astoria, Oregon
Walter Kangas	359 Alameda Avenue, Astoria, Oregon
Astoria Budget Publishing Co.	987 Duane Street, Astoria, Oregon
Magnhild Arrington	3102 Grand, Astoria, Oregon
Jack L. Rieck (K&J Darigold)	364 9th Street, Astoria, Oregon
Carl West	24 Bond Street, Astoria, Oregon

Please add these names to those we have previously reported to you. We would appreciate being advised immediately if any decision has been made regarding the settlement of these claims.

Very truly yours,

ED FEAREY & COMPANY

E. G. Fearey, Jr.

EGF/cg

Copy to Wilmarth 9-28-66

NOTED
TOM EDWARDS

COPY

RECEIVED
SEP 23 1966

DOT 734 (10-65) OP-23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1966

6.1.69

To: Memo to File

SUBJECT:

On this date, the matter of securing the services of a consultant to analyze the toll schedule for the Astoria Bridge was discussed with Chairman Jackson.

It was explained that we have a proposal from Wilbur Smith & Associates, Inc. to study the potential traffic and to make a recommendation for an optimum toll schedule. The consultant will also examine the matter of reduced tolls for repeater service, such as commuter buses, local delivery trucks, and things of this nature. The consultant has agreed to finish the work by December 31, 1966, for a fee of $17,000.

Mr. Jackson approved the matter and asked that we proceed at once.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe

FORM E-128X 50M 4-62

RECEIVED
SEP 26 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. STADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 22, 1966

Jewett, Barton, Leavy & Kern
618 S. W. 5th Avenue
Portland, Oregon

Attention: Mr. Robert G. Bowden

Re: St. Paul Broad Form Money & Securities
Policy No. 604 AF 9658

Dear Mr. Bowden:

Acting upon your advice, we are negotiating at the present time for the purchase of a setup of safes to be installed in the toll booth at the Astoria bridge and in the office adjacent to the bridge. These safes are being especially designed by the Portland Safe Company, and we hope to have them installed early this fall.

Transfer of the money from the premises to the bank is now being made with a Police escort. Our present plans are to eventually place our messengers in uniform, deputized as Police Officers.

Upon installation of the safes, we will furnish your office a description and design of the installation.

Very truly yours,

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY E. F. CHIDSEY

E. F. Chidsey
Service and Equipment Engineer

RECEIVED
SEP 27 1966
TOM EDWARDS

EFC:aj
cc: Tom Edwards
C. H. Maison
R. D. Asburry
R. M. Smith

RECEIVED
SEP 16 1966
FOR FILING

F.003-1(11)

6268

September 15, 1966

4962

Mr. E. G. Fearey, Jr.
Ed Fearey & Company
101 Ninth Street
Astoria, Oregon

Dear Mr. Fearey:

Your letter of September 2 concerning paint and other damage to vehicles and property due to actions of the contractor on the Astoria Bridge is being forwarded to the United States Steel Company at their Portland address and a copy is being sent to the contractor's surety, who is Marsh & McLennan-Cosgrove and Company, Inc., Equitable Building, Portland, Oregon.

The U. S. Steel Corporation, under Contract 6268, has contracted with the State to furnish, erect, and paint the structural steel and do other work on the Astoria Bridge.

Under the terms of the contract, the contractor is responsible for damages in the nature of those cited in your letter. The Department is concerned because of the number and nature of the complaints being received and is urging the contractor to take steps to eliminate the damages and settle outstanding claims.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
By E. B. KLABOE

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. M. Smith
Robert Cunningham

CAG:jf ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. M. Smith (enc.)
Robert Cunningham (enc.

September 15, 1966

American Bridge Division
U. S. Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Astoria Bridge
Contract 6268

Gentlemen:

Herewith a copy of a letter from Ed Feary & Company, an insurance firm of Astoria, concerning paint and other material damage apparently caused by your operations on the subject contract. This is forwarded to you for your handling.

The Department has not investigated the incidents promoting the letter. Paint damage is an obvious thing. Responsibility for such damage is outlined in the contract specifications and was called to your attention in our letter of April 15, 1966, wherein we consented to field spray painting, should you elect to use this method.

The Department is concerned as to the number of similar complaints we have had, to the measures you are taking to settle the claims and what corrective measures you are taking to prevent similar occurrences.

We are forwarding a copy of this letter and the Feary letter to your surety on the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer
ORIGINAL SIGNED BY
By E. B. KLABOE

Tom Edwards
Assistant State Highway Engineer

Enc.

cc/enc. Marsh & McLennan-
Cosgrove and Company, Inc.
Equitable Building
Portland, Oregon

CAG:jf ja

ED FEAREY & COMPANY
Insurance Agents and Brokers
101 NINTH STREET • ASTORIA, OREGON

Telephone FAIRFAX 5-3721
Cable Address "LLOYDSUB"

REFERRED TO
Ademan
BY SECRETARY

September 2, 1966

State Highway Department
Salem, Oregon

Gentlemen:

For the past month we have been writing letters for our assureds to the American Bridge Company, #10 Columbia, Astoria; and to Runnels Industries and Andrew Nesheim, P. O. Box 1129, Richmond, California, for damage to automobiles as a result of paint and other material damage from operations on the Astoria Bridge.

The office of the project engineer here in Astoria, about four weeks ago, indicated they would cooperate in any way possible to see that some action was taken to pay for these claims or for repairs made. To date we have had no reply, whatsoever, nor have any of our insureds had any reply in any manner. Our office alone has an excess of fifty claims and we know the other offices in Astoria have a similar number.

We would appreciate your assistance and advice to have some positive action taken by the people responsible for these losses.

It would appear to us that some type of cooperative action should be taken by the parties responsible and the State Highway Department.

Thanking you for your reply, we are

Very truly yours,

ED FEAREY & COMPANY

E. G. Fearey, Jr.

EGF/cg

Ed Fearey, Jr.

RECEIVED
SEP 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
[redacted]
Astoria, Oregon
Sept. 14, 1966

Columbia River Bridge at Astoria
Steel Superstructure
Contract No. 6268
Bridge No. 7949
Removal of Pilot Car Traffic Control

American Bridge Division
U.S. Steel Corp.
No. 10 Columbia St.
Astoria, Oregon

Attention: Mr. Mel Branham

Dear Mr. Branham:

Please be advised that in accord with our conversation I have arranged for the pilot car traffic control to be removed from the bridge on Sept. 21, 1966 at 4:30 P.M. You will please advise your subcontractors of this and insure that all necessary arrangements are made to accomodate the traveling public.

R.O. Cunningham
R.O. Cunningham
Project Bridge Engineer

ROC:dkb

cc: Mr. I.D. Merchant
Mr. A.A. Rear
Mr. Tom Edwards
Mr. R.D. Asburry
Mr. W.J. Gross
Mr. H.H. Johnston
file

NOTED
TOM EDWARDS

RECEIVED
SEP 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON
STATE [illegible] COMMISSION

RECEIVED
SEP 26 1966
FOR FILING

September 9, 1966

The Honorable Mark O. Hatfield
Office of the Governor
Salem, Oregon

My Dear Governor:

We need your valuable assistance in helping to resolve an urgent problem which is threatening to jeopardize the excellent attitude and acceptance of the public in the use of our new bridge.

The activities of the Andrew Nesheim Company, painting contractor for the bridge, have resulted in hundreds of automobiles being sprayed to varying extents with green paint. The vehicles of tourists as well as local residents have been involved. Automobiles parked as much as three miles from the bridge have been covered with a fine spray.

The cost of cleaning these vehicles ranges from $50 to $60. Besides the numerous disgruntled tourists and residents that have gone on their way, cleaned their own vehicles or have not discovered the problem, over one thousand individuals have submitted claims to local insurance agents.

These agents have properly submitted claims to the painting contractor, who has steadfastly refused to even acknowledge the correspondence. The contractor has publicized a report that it plans to set up a paint removal clinic within a few weeks, but this plan has never been presented to the claimants or their agents. In any event, any delay is unsatisfactory for numerous reasons, including the need for immediate cleaning of tourist vehicles, the payment of costs for vehicles which have already been cleaned, and the possibility of the future unavailability of the contractors.

We ask that your office and that of the Chairman of the State Highway Commission, to whom a copy of this letter is addressed, immediately restrain the contractor from any further painting activities until he has provided a satisfactory solutionto the payment of the costs of the vehicles already cleaned, and the prompt handling of all present and future claims for paint damage.

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

Harry M. Steinbock

Harry M. Steinbock,
Mayor

HMS:emb
cc: Chairman, State Highway Commission

NOTED
FORREST COOPER

RECEIVED
SEP 12 1966
FOR FILING
(Formerly)
6268

September 9, 1966

Mr. E. M. Ferguson
Subrogation Claims Manager
Farmers Insurance Group
1765 NE Sandy Blvd.
Portland, Oregon 97208

Dear Mr. Ferguson:

In answer to your letter of August 29 concerning the claim of Mr. Clinton Van Fleet, please be advised that The American Bridge Division of the U. S. Steel Corporation, 506 SW Sixth Avenue, Portland, is under contract to the State of Oregon for the painting of the Astoria Bridge.

Very truly yours,

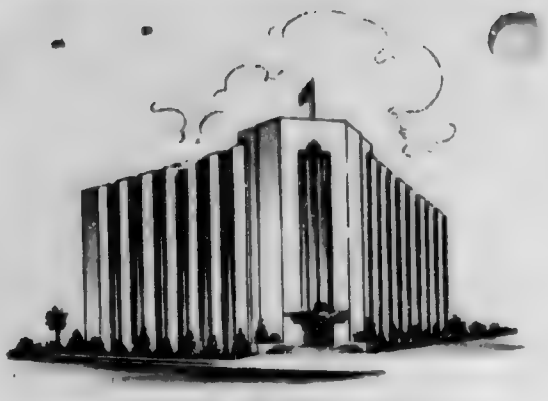
Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

cc: American Bridge Division
U. S. Steel Corporation

bc: Forrest Cooper
R. L. Porter



HOME OFFICE - LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE
MID-CENTURY INSURANCE COMPANY
FARMERS NEW WORLD
LIFE INSURANCE COMPANY

FARMERS INSURANCE GROUP

REGIONAL OFFICE 1785 N. E. SANDY BLVD.
PORTLAND, OREGON 97208

4028

AUG 31 66

August 29, 1966

State of Oregon
Department of Hiways
Salem, Oregon

REFERRED TO
BY SECRETARY

When you write to us please refer to this Number — if none shown, refer to Policy Number.

REFERENCE NUMBER

Policy Number:

79-3633-19-50

Re. Our Insured: Clinton Van Fleet
Loss Date : 7/9/66

Gentlemen:

Would you please advise us the name of the contractor doing the painting on the Astoria Bridge.

Thank you.

Sincerely,

E. M. Ferguson
Subrogation Claims Manager

sc

RECEIVED
AUG 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1966
OREGON
STATE HIGHWAY COMMISSION

FARMERS INSURANCE GROUP

OREGON STATE HIGHWAY DEPARTMENT

FORM A-341 (7-65)

ASTORIA BRIDGE

DAILY TOLL SALES R

SECTION 1-VEHICLE COUNT BY CLASS

KEY NO.	TOLL COLLECTOR		$1.50 AUTO	$2.00 AUTO - TRAILER 1-AXLE	$2.25 AUTO - TRAILER 2-AXLE	$3.00 TRUCK AND BUS - 2-AXLE	$3.75 TRUCK AND BUS 3-AXLE	$4.50 TRUCK COMBO - 4 AXLE	$5.25 TRUCK COMBO - 5-AXLE	$6.00 TRUCK COMBO - 6-AXLE	$ TR CO 7-
	1ST. SHIFT	N	46	2		2					
		S	19	1	1	1			1		
B-7	Bongard	T	65	3	1	3			1		
	2ND SHIFT	N	414	18	3	10	4	3			
		S	53	5		1		2			
B-5	Lowry	T	467	23	3	11	4	5			
	3RD SHIFT	N	208	2	4				1		
		S	132	1		4					
B-4	Falleur	T	340	3	4	4			1		
	EXTRA SHIFT	N									
		S									
B-6	Weld	T	526	44	6	3	2	1			
NO. OF VEHICLES BY CLASSIFICATION			1398	73	14	21	6	6	2		
NO. OF AXLES BY CLASSIFICATION			2 2796	3 219	4 56	2 42	3 18	4 24	5 10	6	7
RECEIPTS BY CLASSIFICATION			2097.00	146.00	31.50	63.00	22.50	27.00	10.50		

SECTION 2-CASH RECONCILIATION

	COMPUTED RECEIPTS PER SHIFT	LESS SCRIP	NET COMPUTED CASH RECEIPTS	CASH COLLECTED	CASH OVER	CASH SHORT
FIRST SHIFT	120.00	12.75	107.25	107.25		
SECOND SHIFT	824.75	14.25	810.50	820.75	10.25	
THIRD SHIFT	542.25	5.25	537.00	542.00	5.00	
EXTRA SHIFT	911.50	11.25	900.25	905.25	5.00	
DAILY TOTALS	2398.50	43.50	2375.25	20.25	20.25	

SECTION 3-TR

TREADLE COUNT		
FORWARD	LESS REVERSE	N AX
215		2
1168	3	11
811	1	8
1317	2	13
3511	6	35

EXPLANATION OF CASH OVER OR SHORT AND OTHER REMARKS:

NOTE: ENTER NUMBER OF AXLES FROM "POLICE, EMERGENCY OR MILITARY VEHICLE SIGNATURE RECEIPT LOG", FORM A-342.

ASTORIA BRIDGE
DAILY TOLL SALES REPORT

DATE

VEHICLE COUNT BY CLASSIFICATION

$.00	$3.75	$4.50	$5.25	$6.00	$6.75	$7.50	$1.00	$0.75	NON-REVENUE	TOTAL VEHICLES PER SHIFT
CK US - LE	TRUCK AND BUS 3-AXLE	TRUCK COMBO - 4 AXLE	TRUCK COMBO - 5-AXLE	TRUCK COMBO - 6-AXLE	TRUCK COMBO - 7-AXLE	TRUCK COMBO - 8 AXLE	MOTORCYCLE OR BICYCLE	SPECIAL		
									27	77
			1						1	24
			1						28	101
	4	3					1		33	486
		2							10	72
	4	5					1		43	557
			1						19	234
									26	163
			1						45	397
	2	1							47	629
	6	6	2				1		163	TOTAL VEHICLES 1684
	3	4	5	6	7	8	2		SEE NOTE	COMPUTED AXLES
	18	24	10				2		326	3493
.00	22.50	27.00	10.50				1.00		TOTAL COMPUTED RECEIPTS	$ 2,398.50

LIATION

SH LECTED	CASH OVER	CASH SHORT
107.25		
820.75	10.25	
542.00	5.00	
905.25	5.00	
20.25	20.25	

SECTION 3-TRAFFIC SUMMARY

TREADLE COUNT FORWARD	TREADLE COUNT LESS REVERSE	TREADLE COUNT NET AXLES	COMPUTED AXLE COUNT	AXLES OVER	AXLES SHORT
215		215	210		5
1168	3	1165	1157		8
811	1	810	808		2
1317	2	1315	1318	3	
3511	6	3505	3493	3	15

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SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

CASH DEPOSITED
$ 2375.25

RY VEHICLE SIGNATURE RECEIPT LOG", FORM A-342.

SIGNATURE

RECEIVED
SEP 7 - 1966
FOR FILING

4268

701

September 6, 1966

Ms. Mattie M. Glasserman
720 Seneca Street, Apt. 718
Seattle, Washington 98101

Dear Ms. Glasserman:

I have your letter of August 20 concerning paint damage in the vicinity of the Astoria Bridge. Your letter is being forwarded to American Bridge Division of U. S. Steel Corporation, 506 SW Sixth Avenue, Portland, who is under contract to the State of Oregon to furnish, erect, and paint the structural steel for the Astoria Bridge.

Damage such as you claim is a direct responsibility of the U. S. Steel Corporation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter
Tom Edwards

Mattie M. Glasserman
720 Seneca St., Apt. 718
Exeter House
Seattle, Wash. 98101

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 23 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 23 1966
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

TRAFFIC DATA BY DAYS FOR ONE MONTH

Route or Highway No. US 101 Station No. _____

Location ASTORIA BRIDGE

Month August, 1966

Day of Week	Date	24 Hour Adjusted Total
Monday	1	2317
	8	2525
	15	2704
	22	2618
	29	2343
	Total	12507
Tuesday	2	2308
	9	2545
	16	2732
	23	2655
	30	2105
	Total	12345
Wednesday	3	2189
	10	2615
	17	2813
	24	2654
	31	2252
	Total	12523
Thursday	4	2378
	11	2564
	18	2787
	25	2501
	Total	10230
Friday	5	2498
	12	3042
	19	2955
	26	2820
	Total	11315
Week Day Total		58920

Day of Week	Date	24 Hour Adjusted Total
Saturday	6	3203
	13	3265
	20	3334
	27	9161 1/
	Total	18963
Sunday	7	4082
	14	4211
	21	3894
	28	3834
	Total	16021

Average Week Day (A) = 2562
Average Saturday (B) = 4741
Average Sunday (C) = 4005

Average Daily Traffic For Month = $\frac{5A+B+C}{7}$

5A	12810
B	4741
C	4005
Total	21556
Average Daily Traffic for Month 2/	3079

REMARKS 1/ Dedication ceremonies, no toll 8 AM - 12 PM.

2/ Includes toll free vehicles.

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FOR FILING

NOT
FORREST
STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ASTORIA BRIDGE TRAFFIC

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Accumulative
July 29						2814		2814
30							3306	6120
31	4554							10674
August 1		2089						12763
2			2066					14829
3				2005				16834
4					2172			19006
5						2311		21317
6							3061	24378
7	3989							28367
8		2321						30688
9			2332					33020
10				2436				35456
11					2389			37845
12						2611		40456
13							3265	43721
14	4046							47767
15		2503						50270
16			2540					52810
17				2583				55393
18					2556			57949
19						2659		60608
20							3240	63938
21	3062* 16 hr. count							67900
22		2440						70340
23								
Averages	4138	2340	2313	2341	2372	2621	3218	2814

FORM E-123X 50M 4-62

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 29, 1966

Department of the Army
Portland District
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Attention: Permit Section

Reference: Permit NPP 800.6
(Columbia R. Br.)-7,
18 Sept. 58

Gentlemen:

By letter of July 29th, you were advised that traffic would be placed on the Astoria Bridge on that date and that certain items of work remained to be finished. It is anticipated that by the end of September, all work except the installation of the fender system at Pier 169 will be completed and that this fender system will be completed about December 31st of this year.

I am enclosing one print of Dwg. No. 17702 which is the plan and elevation drawing of the structure. Your attention is called to the vertical clearance in the north channel of 47.2' which is the clearance above mean low water as shown on the approved War Department permit. At one time, the Department had requested a clearance of 41.1' above mean low water; however, construction plans were revised at the request of navigation interests to provide 41.1' of clearance above mean high water which is 47.2' above mean low water. All other horizontal and vertical clearances are indicated on the enclosed drawing and are in agreement with the approved clearances indicated on the War Department permit. The bridge was constructed to the line and grade as shown on Dwg. No. 17702 enclosed.

Very truly yours,

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:mb
Enc.
cc: Tom Edwards

RECEIVED
AUG 30 1966
OFFICE
STATE HIGHWAY ENGINEER

Form A-10 (6-65M)

RECEIVED
SEP 14 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY DEPARTMENT

8- 61-B

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge at Astoria Date 8-29, 19 66

Highway U.S. 101 Contract No. 6260

County Clatsop Prefix 4-1805

Contractor United States Steel Corp. F. A. Project No. F-005-1(16)

Address 506 S.W. 6th Ave., Portland, Oregon Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Modify anchor bolt holes in the girders for spans 12 thru 19 in Vancouver Washington. Correct the location of some misplaced anchor bolts piers 12 through 20.

Locations by station numbers: sta. 142 + 97.00 to sta 154 + 98.00

Names of pay items, estimated quantities and agreed prices: all required for lump sum of $1964.00

This shall be complete compensation

Specifications, basis of measurement and other provisions:

This shall be complete compensation for all labor/ equipment and materials necessary to make all corrections required to the bearings and anchorages of spans 12 thru 19 so that the steel girders of the spans could be placed in their proper location.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 11,387,194.75
Present estimate of project cost, including $1,964.00 ..... for work under this order	$ 11,387,194.75
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: K.B. Cunningham
Resident Engineer

Signed American Bridge Div. U.S. Steel Corp.
Contractor
by Walter R. Johnston

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
AUG 26 1966
FOR FILING
F-on3-1 (1L)

Salem, Oregon
August 25, 1966

Astoria Bridge Toll Taking

Mr. R. M. Smith
District Maintenance Superintendent
State Highway Department
194 - 14th Street
Astoria, Oregon

There has been considerable day to day revision of the toll taking and accounting procedures during the shakedown period. Effective immediately, the following procedures will be in effect:

1. There will be three change boxes, each containing $350.

2. Each toll taker, when going on shift, shall remove a change box from the safe. He shall check to assure himself that there is $350 in the box.

3. At the end of each shift, the toll taker shall count out $350, place it in the change box and place the box in the safe.

4. The toll taker, when going off shift, after having placed $350 in the change box, shall count the balance of the money in his possession and place it in a deposit bag. He shall place a slip in the bag indicating the amount of money he has counted and placed in the bag. He shall not have access to classifier tapes.

5. The toll taker, accompanied by police escort, shall then place the money in the night depository at the bank.

6. The District Maintenance office girl will each morning, Monday through Friday, go to the bank, count the money from the various shifts and make the deposit for that day.

7. After having made the deposit, she shall make out the daily toll report.

8. The District Maintenance office man each working day shall remove from the classification counters and from the axle treadle counter the print-out slips for the previous day.

9. The District Maintenance Superintendent shall forward to the Accounting Division each working day the toll report, the tapes from the classification and axle counters and the deposit slip.

In the above instructions, where not specifically stated, it shall be remembered that particularly on Monday a three-day period will be covered and on other occasions during the year more than one day will be covered by reason of holidays, but in each instance the toll reports, classification and axle counter tapes and deposits shall be segregated so that each is a record in itself.

In addition to the above, the toll takers will be placed in uniforms and a change counter will be purchased. The matter of deputizing personnel and further security measures are still under consideration.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Lloyd Shaw
Victor D. Wolfe
E. S. Hunter
C. H. Maison
R. D. Asburry

FILED
AUG 24 1966
FOR FILING

There are no round trip or commuter rates.
Rates include all passengers.
Truck rates include loads.
Pedestrians not allowed on bridge.
Fifty dollar scrip books are available from Highway Accounting Division, State Highway Building, Salem, Oregon.

Special hauling permits available at Astoria Dist. Maintenance Office.
Maximum vertical clearance—16'4".
Tolls are subject to change without notice.
Toll bridge replaces Astoria-Megler Ferries which were discontinued July 29, 1966.

TOLL RATES FOR ONE-WAY FARES

LIGHT VEHICLE, CAR	$1.50
With 1 axle trailer	2.00
With 2 axle trailer	2.25
TRUCK or BUS, 2 axle	3.00
With 3 axle	3.75
TRUCK COMBINATION, 4 axle	4.50
With 5 axle	5.25
With 6 axle	6.00
With 7 axle	6.75
With 8 axle	7.50
Each additional axle	.75
MOTORCYCLE or BICYCLE	1.00

Bridge operated by Oregon State Highway Commission, Salem, Oregon 97310

District Maintenance Office:
350 West Marine Drive,
P. O. Box 686
Astoria, Oregon
Telephone: 325-7222

RECEIVED
AUG 26 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-6021 (16)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 23, 1966

Mr. Robert G. Bowden
Jewett, Baxton, Leavy & Kern Corp.
Failing Building
Portland, Oregon 97204

Re: St. Paul Broad Form Money & Securities
Policy No. 604 AF 9658

Dear Mr. Bowden:

Confirming our telephone call of August 22, will you please transfer the above policy to our operation on the toll bridge at Astoria where we operate one toll booth three shifts a day at the Astoria end of the bridge.

The money taken in at the toll booth is deposited in the bank's night depository at the end of each shift, and the deposit slips are made up at the bank by a State employee the following day. Delivery to the night depository at the bank is made by the toll taker at the end of each shift, accompanied by a State Policeman.

Inasmuch as the maximum amount of money which may be handled during one shift over the next three-year period could approximate $10,000.00, the coverage should be listed in that amount under "Loss Inside Premises" and "Loss Outside Premises."

You advised me that a floor safe at the toll booth would result in a reduction in our premiums. We are now considering the possibilities of installing such a safe.

Please mail the new policy to Mr. C. H. Maison, Controller, State Highway Building, Salem, Oregon, along with a statement of cost.

Very truly yours,

E. S. Hunter
Maintenance Engineer

NOTED
TOM EDWARDS

By ORIGINAL SIGNED BY E. F. CHIDSEY
E. F. Chidsey
Service and Equipment Engineer

EFC:aj
cc: Tom Edwards
C. H. Maison
R. D. Asburry
R. M. Smith

RECEIVED
AUG 22 1966

FORM E-18 (REV. 7-62)

From: [illegible]

6 & 18

1965

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Astoria Bridge

Mth	4-A Gas-Inc	5-F Tr Pat	Σ 1&2	Ind ADT=100		Date 1965	24 hr. Vol	Mthly ADT
Jan	2,746	1,703	4,450	64.0		July 29 Friday	2814	1,174
Feb	3,178	1,910	5,088	73.1		July 30 Sat	3205	1,341
Mar	2,980	2,417	[illegible]	92.4		31 Sun	4155	1,675
April	3,893	2,630	[illegible]	93.7		Aug 1 Mon	2091	1,718
May	4,448	2,730	7,178	103.2		2 Tues	2060	1,917
June	5,057	3,016	8,073	116.0		3 Wed	2005	2,127
July	6,528	3,440	9,968	143.3	Avg. 143.5	4 Thurs	2150	2,624
Aug	6,696	3,507	10,203	146.6		5 Fri	2300	2,681
Sept	4,567	3,052	7,619	109.5		6 Sat	2010	2,008
Oct	3,400	2,790	6,190	89.0		7 Sun	3900	1,632
Nov	3,590	2,563	6,153	88.4		8 Mon	2300	1,671
Dec	3,236	2,795	5,631	80.9		9 Tues	2100	1,404
			[illegible]			1965 ADT		1,834
Avg.	4,276	2,682	6,958	100.0		Avg Aug (178[illegible])	2,229	
						Sat Avg 6'055	3,053	
						Sun Avg 8955	4,228	
		22,010 / 12	= 1[illegible]					
		1 / [illegible]	= 143.[illegible]			Avg Wk Day July-Aug	7,6[illegible] / 5	= 1,435
		[illegible] / 8	= 2,228					
		5[illegible] / 5	= 3,[illegible]					
	Avg. Wk. Day =	5 x 2,228 + 3,053 + 4,228 / 7	= 11,140 / 7					

NOTED
TOM EDWARDS

Open File

G-1-N

Form A-180—5M

F-(1)3-K(1)

(-2)(-4)

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

RECEIVED
AUG 29 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Project Name Columbia River Bridge at Astoria, Steel Superstructure Date 8-11, 19 66

Highway U.S. 101 Contract No. 6260

County Clatsop, Ore.-Pacific, Wn. Prefix I-105

Contractor U.S. Steel Corp. F. A. Project No. F-005-1(16)

Address 506 S.W. 6th., Portland, Oregon Price Agreement No. 7

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Double shift the crews which are stripping the concrete forms from the bridge deck.

Locations by station numbers:

Span 169.

Names of pay items, estimated quantities and agreed prices:

See reverse side.

Specifications, basis of measurement and other provisions:

See reverse side.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 11,[illegible]
Present estimate of project cost, including $ 1,905.55 for work under this order	$ 11,[illegible]
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R.O. Cunningham / R.O. Cunningham
Resident Engineer

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Signed Columbia River Bridge Div./ U.S. Steel
Contractor
by Walter R Schmidt

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED

It is agreed that the items listed below are the only extra costs allowable for this double shift operation and will be paid to the contractor only to the extent they actually occur. In case the men are not available for work, their costs shall be deducted from the basic items. Contractor's percentages allowed shall be on the actual totals of the basic items.

Pay Item: Costs computed on the basis they were actually incurred by the contractor.

1. Union Requirements
1/2 hr. each man each shift.
1 foreman--1/2 x $4.15 x 1 x 4 ---------- $ 8.30 per day.
6 men--1/2 x $3.90 x 1 x 4 x 6 ---------- $46.80 per day.

2. Loss of efficiency due to poor light.
1/2 hr each man each shift.
1 foreman--1/2x$4.15 x 1 x 4 ---------- $ 8.30 per day.
6 men--1/2 x $3.90 x 1 x 4 x 6 ---------- $46.80 per day.

3. Loss of efficiency for change of shift.
1/2 hr. each man each shift.
1 foreman-1/2 x $4.15 x 1 x 4 ---------- $ 8.30 per day.
6 men--1/2 x $3.90 x 1 x 4 x 6 ---------- $46.80 per day.

4. Supervision ---------- $65.00 per day.

Subtotal	$230.90
Payroll taxes and insurance	$ 57.57
Subtotal	$287.87
Sub. Contr. Allow. @ 15%	$ 43.18
	$331.05
Contractor's Allow. @ 15%	$ 49.66
Total for all items.	$380.71

Payment shall begin July 20, 1966 and continue thru August 5, 1966.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
SEP 1 1966
AM 1,2,3,4,5,6,7,8,9,10,11,12 PM

RECEIVED

It is agreed that the items listed below are the only extra costs allowable for this double shift operation and will be paid to the contractor only to the extent they actually occur. In case the men are not available for work, their costs shall be deducted from the basic items. Contractor's percentages allowed shall be on the actual totals of the basic items.

Pay Item: Costs computed on the basis they were actually incurred by the contractor.

1. Union Requirements
1/2 hr. each man each shift.
1 foreman--1/2 x $4.15 x 1 x ——————————$ 0.30 per day.
6 men--1/2 x $3.90 x 1 x 4 x 6 ——————————$46.80 per day.

2. Loss of efficiency due to poor light.
1/2 hr each man each shift.
1 foreman--1/2x$4.15 x 1 x 4——————————$ 0.30 per day.
6 men--1/2 x $3.90 x 1 x 4 x 6——————————$46.80 per day.

3. Loss of efficiency for change of shift.
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1 foreman--1/2 x $4.15 x 1 x 4 ——————————$ 0.30 per day.
6 men--1/2 x $3.90 x 1 x 4 x 6——————————$46.80 per day.

4. Supervision——————————$65.00 per day.

Subtotal	$230.30
Payroll taxes and insurance	$ 57.57
Subtotal	$287.87
Sub. Contr. Allow. @ 15%	$ 43.18
	$331.05
Contractor's Allow. @ 15%	$ 49.66
Total for all items.	$380.71

Payment shall begin July 28, 1966 and continue thru August 3, 1966.

RECEIVED
SEP 1 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION

RECEIVED
AUG 5 - 1966
FOR FILING

F-002-1(16)

6269

August 4, 1966

4865

Mr. C. O. Arnett
Lamplighter Motel and Restaurant
131 W. Marine Drive
Astoria, Oregon

Dear Mr. Arnett:

We have your letter of July 26 concerning the problems attendant to the construction of the Astoria Bridge.

I personally inspected the sand and paint situation during my last stay at your motel. We are forwarding a copy of your letter to both the general contractor, American Bridge Division of United States Steel Corporation, and to the subcontractor, Mr. Andrew Nesheim.

I will discuss this matter with them and I am sure they will contact you in this regard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc American Bridge Division
United States Steel Corporation
1610 Standard Plaza Building
Portland, Oregon 97204

Mr. Andrew Nesheim
P. O. Box 334
Lynnwood, Washington

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. D. Asburry (enc.)
Robert Cunningham (enc.)

Lamplighter

MOTEL & RESTAURANT

131 W. MARINE DRIVE
ASTORIA, OREGON
325-4051

3844

JUL 28 66

ASTORIA'S FINEST
30 NEW UNITS
PRIVATE PHONES
TELEVISION

REFERRED TO
Edwards

July 26, 1966

State Highway Department
Salem, Oregon

Gentlemen:

The new Astoria bridge is only a few hundred feet to the West of us and about as high.

During the pouring of the cement on the bridge our Motel was spattered with dirty water on the windows, doors, guest cars and most everthing.

The sandblasting brought us a lot of sand on cars, window sills , stair steps and walkways on the uper deck, even in the rooms.

Please accept this as our notification that there will be greater damage when the spray painting starts, if there is no more precaution taken than we have experienced.

Trusting that you will look into this at once before our place and everthing around turns green, I remain

Respectfully

C. O. Arnett, Owner
C O Arnett
Lamplighter Motel

BRIDGE DIVISION
JUL 29 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUL 27 1966
OREGON
STATE HIGHWAY COMMISSION

Public Information Office
Oregon State Highway Department

FACT SHEET - ASTORIA BRIDGE

8-16-66

Captain Robert Gray discovered the Columbia River on his second voyage up the Pacific Coast in 1792. He named the river after his ship, the Columbia Rediviva.

In 1811, Astoria was established by men of the Pacific Fur Company, owned by John Jacob Astor. Shipping service ran up and down the Columbia, but there was no regular cross-river service at this point.

Scheduled ferry service from Astoria to the Washington side began in 1921. The State of Oregon took over operation of the ferry system in 1946.

This is the last major link in easy vehicular travel on Highway US101 along the Pacific Coast from Mexico to the tip of Washington.

A bridge linking Oregon and Washington at this point had been under consideration for many years. In 1953, through the co-operative efforts of the Oregon State Highway Department, the Washington Toll Bridge Authority, Pacific County in Washington, and the Port of Astoria, a fund of $50,000 was established to conduct a feasibility study. In 1957, the Legislatures of Oregon and Washington each appropriated $100,000 for preparing complete and final plans for the bridge.

Governor Mark O. Hatfield signed into law, on April 27, 1961, House Bill No. 1457 (Chapter 345, Oregon Laws 1961) authorizing the sale of $24,000,000 in bonds and providing for construction of the bridge, the imposition and collection of tolls for use of the bridge, and authorizing any other necessary action in connection with the construction, maintenance and operation of the bridge. Washington enacted Chapter 209, Washington State Session Laws of 1961, authorizing that state's participation in the project. On September 15, 1961, the Oregon and Washington State Highway Commissions entered into an agreement to construct the bridge. A supplemental agreement between the two states, signed on

May 25, 1962, provided for the use of token Federal funds in connection with the project.

On January 4, 1962, Robert W. Ellison was named special resident bridge engineer in charge of construction of the more than $24 million toll bridge.

The bridge stretches 4.1 miles, from Astoria, Oregon, to Point Ellice, near Megler, Washington, making it one of the longest bridges in the nation. From the south, the new section of US101 begins at a toll station just off Astoria's Marine Drive and curves counterclockwise through a full 360 degrees as the Astoria approach rises to the ship channel. It then makes a long leap high across the main ship channel near the south river bank. Here it descends to 25 feet above sea level for more than 10,000 feet across the sometimes dry Desdemona Sands, then climbs briefly again for 49 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The Astoria approach utilizes prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. From its beginning in a turn north off Marine Drive, the approach rises in a gradual curve, crosses Marine Drive once, continues the curve in an easterly direction, still gaining altitude, and recrosses Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section carries the roadway to the 2,464-foot three-span through truss section across the main channel. Crossing the main ship channel, the lowest steel member of the center span is nearly 200 feet above mean low water and stretches 1,232 feet between the two steel towers supporting the center span of the three-span continuous through truss, thus providing clearance enough to float the U. S. Navy's biggest battleship under the bridge at high tide. The towers are mounted on concrete piers protected by timber piling fenders, leaving a ship channel 1,070 feet wide. The concrete

piers extend to 70 feet below mean sea level and some of the foundation pile under the pier extends another 190 feet below the concrete to 260 feet below mean sea level.

From the north end of the three-span through truss, the roadway descends by steel deck truss and steel plate girder sections to an elevation 25 feet above mean sea level, then proceeds across Desdemona Sands. Here 140 prestressed concrete deck spans 80 feet long rest on prestressed concrete piling, each of which are 4 feet in diameter.

As the 11, 200-foot viaduct approaches the seldom-used north ship channel, the span length increases to 150 feet and steel plate girders on concrete piers again raise the roadbed. Here, seven 351-foot-long steel through truss spans cross the channel, providing clearance of 49 feet in height and 335 feet in width at mean low water under the center span. At this location, the concrete piers are the deepest, extending to 85 feet below mean sea level. Piles which support the pier extend another 51 feet below the bottom of the pier to a total of 136 feet below mean sea level. A 150-foot steel girder span carries the roadway down to the Megler approach.

The deck contains two 14-foot lanes, with an additional one and one-half foot safety curb and handrail on each side, although the four-mile bridge length makes pedestrian use doubtful except in emergencies. Additional width is provided at the toll station off Marine Drive on the Astoria approach.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of winds of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast still leave the bridge with a safety factor and the concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees are swept along and sand would eat away any weaker substance. Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

On June 29, 1962, a contract for $7,868,033 was awarded to the DeLong Corporation to erect the substructure of 32 piers. J. H. Pomeroy & Co., Inc., and Ben C. Gerwick, Inc., bid $3,777,140 to build the Desdemona Sands viaduct and United States Steel Corporation submitted the low of $10,121,862 to construct the bridge superstructure. The four triangulation towers were erected by Palmberg Construction Company of Astoria on a low bid of $29,000. On April 6, 1964, the Oregon State Highway Department announced it was canceling the contract of the DeLong Corporation for the construction of the piers. Raymond International, Inc., of New York City, was awarded a $5,358,964 contract on July 13, 1964, to complete the pier work.

On August 9, 1962, Oregon's Governor, Mark O. Hatfield, turned the first shovelful of dirt on the river bank in Astoria with a gold shovel to signal the official start of the project.

There were 48,500 cubic yards of structural excavation; 158,785 linear feet of steel piling; 134,090 linear feet of timber piling; 76,496 linear feet of 14-inch prestressed concrete piling; 38,772 linear feet of 48-inch round prestressed concrete piling; 97,995 cubic yards of concrete; 6,005 tons of metal reinforcing; 12,500 tons of structural steel; 43,290 linear feet of aluminum parapet rail; and 440,000 board feet of treated lumber, used in the structure.

Figures available to the Oregon State Highway Department indicate that the bridge at Astoria has the longest continuous three-span through truss series in the world. The channel span of the bridge is 1,232 feet, which with the 616-foot end spans combines into a continuous truss 2,464 feet in length.

Formal dedication ceremonies are scheduled for August 27, with notable figures from across the nation being invited in addition to the governors of the states of Oregon and Washington. The ceremonies will be held in conjunction with the annual regatta festivities

in Astoria. The Oregon State Highway Department, however, plans to open the bridge to traffic as soon as it is ready.

The toll booths are located on the Oregon side of the bridge, with travelers in either direction paying their fees here. Also located in the toll plaza complex is an Administration Building which will house, among other things, a Travel Information Center. This center will provide travelers with the most recent information concerning their itinerary in the state. It will have a large relief map of Oregon, and attendants will provide tourists with maps and brochures of places to visit. Also located in the building will be State Police and Highway Department Maintenance personnel.

Oregon State Highway Department

ASTORIA TOLL BRIDGE

(Between Astoria, Oregon, and Megler, Washington, on the Coast Highway, US101. Bridge is 4.12 miles in length.)

Toll Rates for One-way Fares:

Light vehicle - car	$1.50
Light vehicle with 1-axle trailer	2.00
Light vehicle with 2-axle trailer	2.25
Truck or bus - 2-axle	3.00
Truck or bus - 3-axle	3.75
Truck combination - 4-axle	4.50
Truck combination - 5-axle	5.25
Truck combination - 6-axle	6.00
Truck combination - 7-axle	6.75
Truck combination - 8-axle	7.50
Motorcycle or bicycle	1.00
Each additional axle	.75

1. There are no round-trip or commuter rates.
2. Rates include all passengers.
3. Truck rates include loads.
4. Pedestrians not allowed on bridge.
5. Fifty-dollar scrip books are available from Highway Accounting Division, State Highway Building, Salem, Oregon.
6. Special hauling permits available for overwidth and overheight at Astoria District Maintenance Office.*
7. Legal load height in Oregon - 13' 6".

Toll bridge replaces Astoria-Megler Ferries, which were discontinued July 29, 1966.

Bridge operated by: Oregon State Highway Commission
Salem, Oregon 97310

*Oregon State Highway Department District Maintenance Office:
350 West Marine Drive
P. O. Box 686
Astoria, Oregon
Telephone: 325-7222

August 16, 1966

AUG 1 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1966

SUBJECT: Disposal of Megler Ferry Landing

To:

G. E. Rohde
Chief Counsel

B u i l d i n g

Attached are June 29, July 1, and July 18 reports from the Division II office, as well as a letter of the date of this letter to the Department of Finance and Administration on the above subject matter.

Will you please prepare an agreement with the State of Washington covering disposal to them of such interests as we have in the ferry terminal facilities at Megler in accordance with the terms and conditions outlined in the various letters from the Division office.

ORIGINAL SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

ESH-GW:am;je
Enclosure

cc: Tom Edwards
C. H. Maison
R. D. Asburry
R. M. Smith

NOTED TOM EDWARDS

OFFICE OF STATE HIGHWAY ENGINEER

FORM E-11.3X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 26, 1966

Mr. William L. Reagan, Supervisor
Property Control Unit
Department of Finance and Administration
1361 Madison N. E.
Salem, Oregon

Dear Mr. Reagan:

The Washington State Highway Department has offered to hold the Oregon State Highway Department harmless from future liabilities arising from facilities located at the Megler ferry landing. They will agree to do this in return for our giving them these facilities with the exception of the emergency power plant, radio equipment, and traffic signals. These items will be removed by State forces and put to use at other locations in Oregon.

It is my understanding that you have reviewed this matter with Mr. G. W. Wimer and R. M. Smith of the Oregon Highway Department and have agreed that the value of the improvements on the property is less than the cost of removing same would be. I also understand that you concur in the proposal made by the Washington State Highway Department, and I have accordingly requested our Legal Division to draw up an agreement.

There are five buildings involved which are carried on the Restoration Fund under prefix indentification numbers 004-3408-03 through 07. Following consummation of the above agreement you will be requested to remove these buildings from our Restoration Fund account.

Your authority for the Oregon Highway Commission to enter into an agreement with the State of Washington for disposing of these facilities as outlined above is hereby requested. If you so desire I will submit to you for review a draft of the proposed agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY E. S. HUNTER
E. S. Hunter
Maintenance Engineer

ESH:je
cc: Tom Edwards
C. H. Maison
G. E. Rohde
R. D. Asburry
R. M. Smith

RECEIVED
AUG 1 1966
MAINTENANCE ENGINEER

FOR FILING
F-003.1 (16)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1966

SUBJECT:

To:
Mr. E. S. Hunter
Maintenance Engineer
D e p a r t m e n t

Personnel
Drawbridge and Toll Ticket Operation
Astoria, Oregon

Considerable thought has been given to the scheduling and number of men that will be needed for the operation of the three drawbridges and the toll office for the toll bridge at Astoria.

In accordance with your instructions, we have been working on a schedule to determine the minimum number of men needed for the operation of these four facilities. In the scheduling we have considered the four operations as a unit and have several tentative schedules, none concrete at this time, varying by alternating the different shifts between the men and also by making it possible for each operator to have certain weekends off. As soon as we have these finalized, we will submit them for your recommendation. All schedules indicate the same result, that at least 20 operators will be needed together with a supervisor. The twenty operators are confirmed by the following data:

Normal Operation

4 units with three shifts per unit for 7 days a week equals 84 shifts per week. One man, 5 shifts per week, totals 17 men.

Overtime

11 holidays per year by 17 employees equals 187 days by time and a half equals 280 shifts accrued overtime, which will take one additional employee if we do not pay for the overtime.

Vacation

NOTED
TOM EDWARDS

20 employees at an average of 2 1/2 weeks per year per employee equals 50 weeks of vacation to be taken, which will take one additional employee to fill in while the vacation time is being taken.

RECEIVED
JUL 22 1966
MAINTENANCE ENGINEER

7-25-66
Copy for Edwards info
E.S.H.

NOTED
E. S. HUNTER
NOTED
G. D. ANDERSON
NOTED
D. D. ALLEN
NOTED
H. W. HUGHLETT

Sick Leave and Maintenance and Emergency Overtime

One employee will be needed to supplement the other employees during time that the regular employee is off on sick leave. Also there will be some emergency overtime accrued, which if not paid will have to be taken. Also some maintenance will have to be done on the bridge at various times, so need one employee for this purpose.

Summary:

Regular operation, 17 men. Replacement for overtime taken off, one employee. Replacement during vacation time, one employee. Replacement for sick leave and emergency overtime plus maintenance, one employee. Total 20 operators, supervisor one.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:bjw
cc: R. M. Smith
W. E. Sandquist

APPROVED
JUL 22 1966
DIVISION ENGINEER

RECEIVED
JUL 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
D. D. ALLEN

Form A-169—5M

OREGON STATE HIGHWAY DEPARTMENT

Col—N

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge at Astoria, Steel superstructure Date 7-12, 19 66

Highway U.S. 101 Contract No. 5258

County Clatsop Prefix -1305

Contractor U.S. Steel Corp. F. A. Project No. F-303-1(16)

Address 306 S.W. 6th. Ave. Portland, Ore. Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Double shift construction of concrete parapet handrails in main spans.

Locations by station numbers:

Station 287+14.50 to 321+83.50

Names of pay items, estimated quantities and agreed prices:

See reverse side.

Specifications, basis of measurement and other provisions:

See reverse side.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$11,357,194.77
Present estimate of project cost, including $3,270.00 for work under this order	$11,357,194.77
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R. W. Ellis
R.W. Ellis, Resident Engineer

Signed American Bridge Div., U.S. Steel Corp.
by W. J. Branham
Contractor

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

It is agreed that the items listed are the only extra costs allowable for this double shift operation and will be paid to the contractor only to the extent they are actually incurred. In case the men are not available for work their costs shall be deducted from the basic items. In case batching of concrete does not begin before 6:00 A.M. the premium of one dollar per cubic yard shall not be paid. Contractor's percentages allowed shall be on the actual totals of basic items.

Pay items: Costs computed on basis of construction crew consisting of 4 carpenters, 2 laborers, and one foreman each shift and a finishing crew of 1 foreman, 4 finishers, and 2 laborers. Day shift to begin at 5:30 A.M.

1. 1/2 hour premium on swing shift for construction crew.----------$20.51 per day.
   Contractor pays 8 hours for 7½ hrs. worked.
2. 1 hour overtime on day shift for construction crew. Includes overtime premium for beginning work prior to 6 A.M. and loss of efficiency due to poor light in the morning.----------$82.04 per day.
3. 1 hour overtime for finishing crew. Premium for beginning prior to 6 A.M. and poor visibility.----------$84.24 per day.
4. 1/2 hour at end of swing shift for loss of efficiency due to poor visibility (construction crew).----------$20.51 per day.
5. Supervision on added shift.----------$65.00 per day.
6. One dollar per cubic yard premium for concrete when batching crew begins prior to 6:00 A.M. (36 cu. yd. on alternate days)----------$18.00 per day.
7. Loss of efficiency due to change of shift, 1/2 hour for both 7 man crews.----------$41.02 per day.

Sub-total----------	$331.32	
Subcontractor's allowance---	$ 49.70	(15%)
Sub-total----------	$381.02	
Prime contractor's allow.---	$ 57.15	(15%)
Total----------	$438.17	per day.

Double shifting shall be for the normal 5 day work week until the concrete parapet is completed. Construction crews shall be used on parapet construction work only in order that this work may be accelerated to the greatest extent.

RECEIVED
JUL 13 1955
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Form A-169—5M

OREGON STATE HIGHWAY DEPARTMENT

G 1-N

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge at Astoria, Steel Superstructure Date 7-12, 1966

Highway U.S. 101 Contract No. 6268

County Clatsop Prefix I-1803

Contractor U.S. Steel Corp. F. A. Project No. I-005-1(16)

Address 506 S.W. 6th., Portland, Oregon Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish and install hollow, compartmentalized, extruded neoprene seal in 3/4" expansion joints for deck in main truss.

Locations by station numbers:

287+14.50 to 311+85.50

Names of pay items, estimated quantities and agreed prices:

3/4" preformed neoprene seal, installed @ $1.743 per ft.
(approx. 800 ft.- approx. $1,394.40)

Specifications, basis of measurement and other provisions:

The above agreed price shall be full compensation to the contractor for all costs incurred in furnishing and installing the extruded neoprene seal. The seal provided shall be for a 3/4" wide joint.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$11,387,194.75
Present estimate of project cost, including $1,394.40 for work under this order	$11,387,194.75
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R.W. Ellison
K.W. Ellison, Resident Engineer

Signed American Bridge Div., U.S. Steel Corp.
Contractor
by W. J. Brandsma

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

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JUL 11 1966
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F-003-1(16)
6768

Salem, Oregon
July 8, 1966

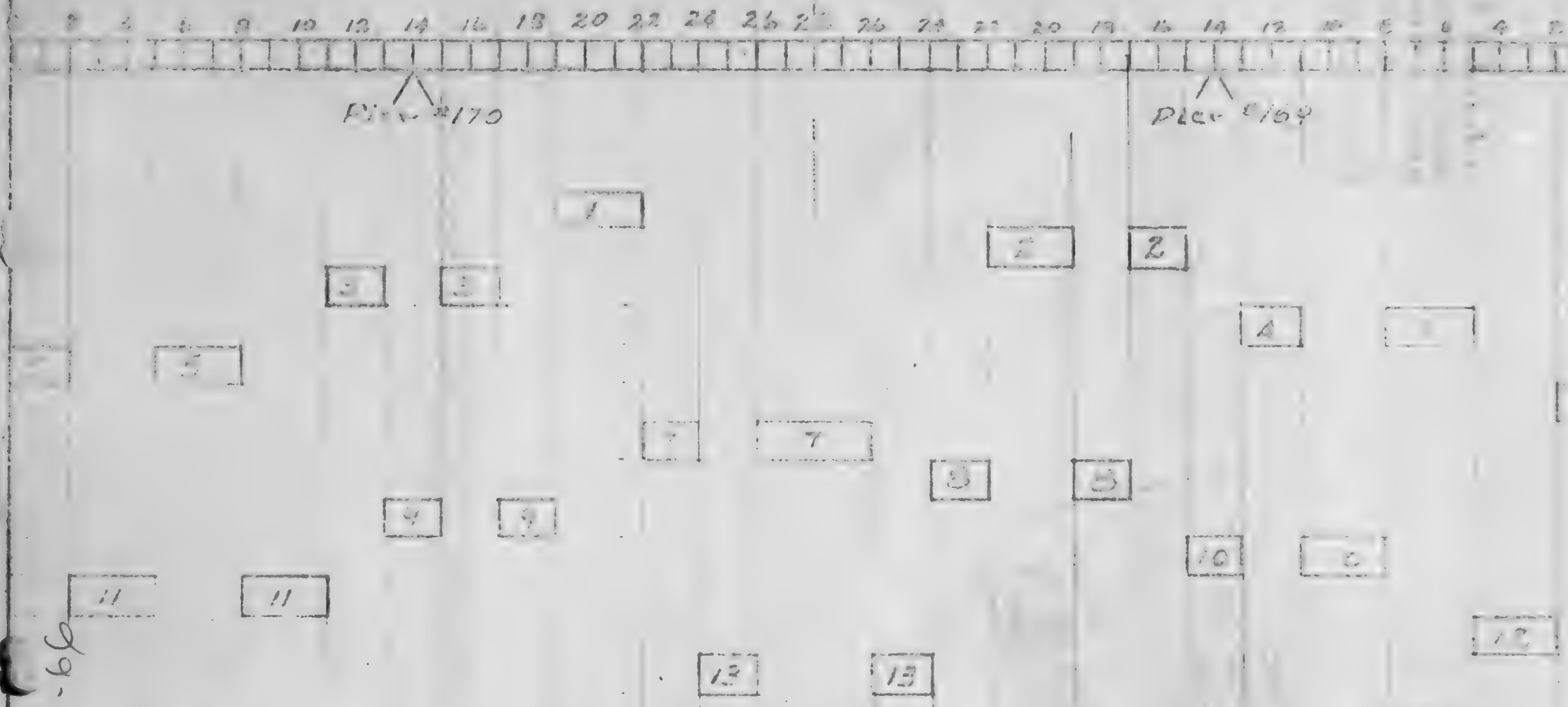
Mr. Robert Ellison
Resident Bridge Engineer
State Highway Department
P. O. Box 686
Astoria, Oregon

You are hereby authorized, as per my instructions to you this date, to proceed with payment of additional costs up to $5,000 which the contractor will experience as a result of double-shifting the rail and curb pouring operations on the Astoria Bridge.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Marchant
R. D. Asburry



99-8-1

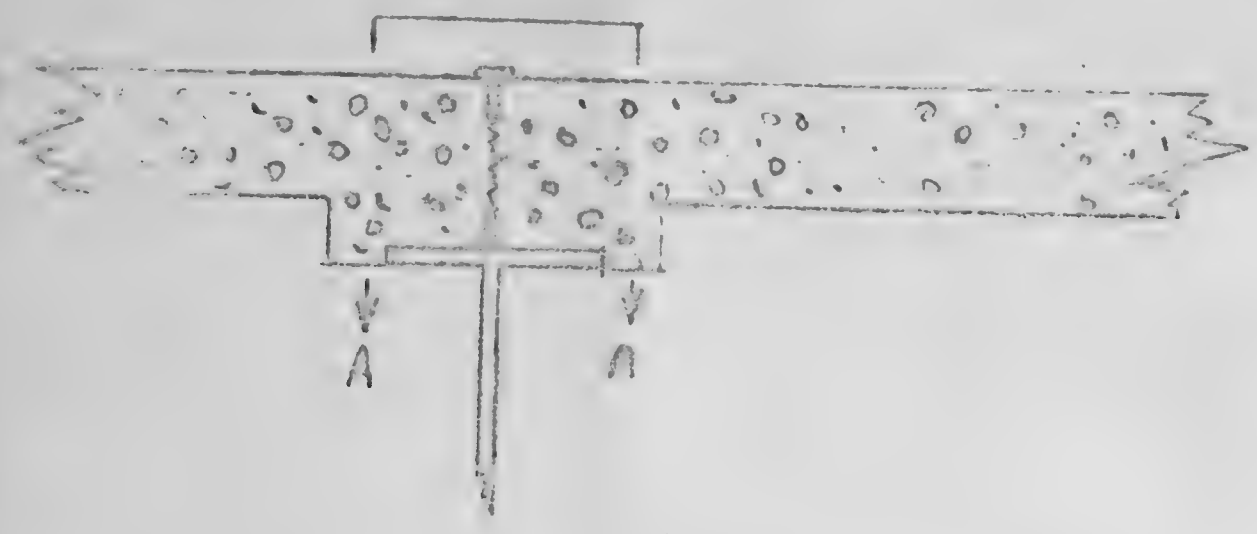
Pour #1 - 3 panels
" #2 - 5 "
" #3 - 4 "
" #4 - 5 "
" #5 - 5 "
" #6 - 2 "
" #7 - 6 "

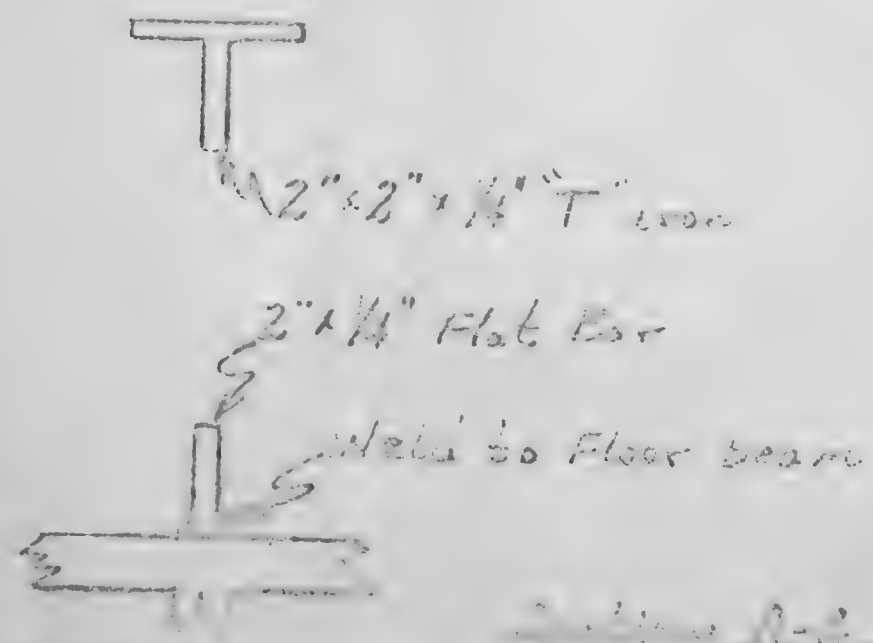
Pour #8 - 4 panels
" #9 - 4 "
" #10 - 5 "
" #11 - 6 "
" #12 - 3 "
" #13 - 4 "

NOTED
KIM EDWARDS

Pour Sequence Plans
#168 thru #170

Typical Intermediate Deck Joint
Scale: 1"=1'0"





Section A-A

Note:

½" x 2" Fin bar to be welded to floor beam at ℄ of deck joint.

2"x2"x¼" T iron to be placed after concrete has been placed and will be left in place for next day.

The steel plate dam form will cause deck to be poured in two sections.

½" joint to be filled with [illegible]

OREGON STATE HIGHWAY DEPT.
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ROUTING
MAY 2 1966
ASTORIA BRIDGE OFFICE
NOTED BY
E

Proposed Intermediate Deck Joint Forming

4-29-66

6-1-66

One problem in a toll facility of any nature is the determination of the fees to be charged for its use. Many times the policy is "get all the traffic will bear" while other times only a nominal charge will be made. In between these two extremes, there are all kinds of scales, some justifiable, some not.

When a public facility, such as the bridge at Astoria, is constructed with public funds, the idea is to amortize the expense within the lifetime of the structure. To this end, feasibility studies are made by experts in the field and their forecasts are used, as a rule, in determining the fate of pending construction.

A feasibility study on the toll bridge between The Dalles, Oregon and Dalles Port, Washington was made in July, 1956 by the San Francisco firm of Seage & Tudor. The following fees are charged: Car or car and trailer - 25 cents per axle; truck or truck and trailer - 50 cents per axle; pedestrians - 10 cents; motorcycles - 25 cents; and bicycles - 10 cents. The study showed:

Year	Forecast Traffic	Actual Traffic	Per Cent Difference
1962	558,000	501,510	-10.1
1963	575,000	472,310	-17.9
1964	593,000	508,080	-14.3
1965	611,000	475,230	-22.2

This bridge is now making money in spite of the fact that its predicted use fell behind the actual use.

In the case of the bridge between Umatilla, Oregon and Plymouth, Washington, another facility, the predicted use was far above the actual use and yet the bridge is operating in the "black." The study was made by Coverdale & Colpitts of New York and was done in September, 1952. The bridge was opened to traffic on April 15, 1955.

Year	Forecast Traffic	Actual Traffic	Per Cent Difference
1962	690,000	438,000	-36.5
1963	723,000	405,880	-43.9
1964	756,000	425,590	-43.7
1965	789,000	469,755	-40.5

Toll charges on this bridge that is showing a profit at the present time are as follows: passenger cars- $1.00, one way; $1.25, round trip; car and

(more)

trailer - $1.25 to $1.75; trucks - $1.50 to $4.25; bus, over 12 passenger - $1.50; motercycles - 25 cents; pedestrians - 10 cents; and miscellaneous over-width equipment - $4.25.

Another feasibility study was made on the Sam Hill Memorial Bridge, another toll structure, between Biggs, Oregon and Maryhill, Washington. This study was made by Wilbur Smith & Associates in June, 1959. The bridge was opened to traffic on November 1, 1962 with the following toll charges: passenger cars, including passengers - $1.00; trucks - $1.50 plus 75 cents per axle; pedestrians - 10 cents; and motercycles - 25 cents.

Year	Forecast Traffic	Actual Traffic	Per Cent Difference
1962	268,000	—	—
1963	322,000	230,315	-28.5
1964	347,000	246,740	-28.9
1965	345,000	310,615	-10.0

New we come to the bridge at Astoria. Let me assure you that several feasibility studies were made on this structure before we decided to go ahead with it. The basic problem presented here is do we charge a high toll and try to recoup our expenses from a small number of users or do we lower the toll and hope through increased volume to stimulate more travel over the bridge resulting in at least the same or maybe even greater return from the use by more travelers.

One study was made by the New York firm of Coverdale and Colpits in 1958. It utilized a basic toll of $1.75 and was quite conservative in its approach. A break-even point using the $1.75 toll was estimated as approximately 625,000 vehicles. The Traffic Division of the Oregon State Highway Department made its own feasibility study of this bridge in February, 1966. It used a basic toll charge of $1.50 and its approach was a little more optomistic. To make the bridge self-sustaining using the $1.50 toll, 700,000 vehicles would have to cross annually.

Year	Coverdale and Colpits (1958)	Oregon State Hiway Dept (1966)
1967	240,000	286,700
1968	245,000	293,900
1969	250,000	301,200
1970	255,000	308,700

(more)

tells 333333333333333

The bridge will step operations this year with a bonded indebtedness of $23,200,000. There is a 30-year payout period on this bonds which is scheduled to end August 1, 1996, with the assumption that the bridge is opened to traffic on August 1 of this year. This study uses the basic toll of $1.50. It is estimated that 106,000 vehicles will use the bridge before the end of the year. It is anticipated that the bridge will have a gross revenue of $185,900, with operating expenses of $39,000, resulting in a net revenue of $146,900. Interest payments the first year will amount to $310,800 and there is a $400,000 principal payment required, or an annual debt requirement the first year of $710,800. It can readily be seen that the outge will far exceed the income.

After the initial year, there is an annual principal payment of $800,000. The interest payments will of course decrease annually while the anticipated revenues from bridge operations will increase, we expect.

END

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F 6.3.1 (16)

6268

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1966

To: Memo to the Files:

SUBJECT: Prefixes for Astoria Toll Bridge

Maintenance costs on the new Astoria Toll Bridge will be charged to 4-4508-152, bridge sub-number 08.

Operation of the toll bridge will be charged to prefix 4-6608-624. The function 624 will be used for all operating costs.

These prefixes should be noted on page 41 of the Account Numbering System Book.

Operating expenses will include the salaries of the toll collectors; and for one of the secretaries, and for one-half of the officeman's salary, in the Maintenance Superintendent's office. The Maintenance Superintendent's salary should not be split as it was with the ferry but should be all charged to his maintenance account 4821. Other toll bridge operating expenses would include any office forms and supplies, insurance on the bridge, electrical energy, and any other items which are used exclusively in the toll operations.

The ferry prefix 4-6606, shown on page 41 of the account book and the related functions 643, 644, 665, 666, 667 and 668 on page 19 of the cost book, will be killed after all items charged to them have been processed.

C. H. Maison
Controller

CHM:jc

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

looking north from north portal of main span.

Cables at north ~~end~~ portal have been pained. Concrete parapet on span 167 being pained.

Parapet is pained directly from concrete trucks.

KW Ellison

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

View from near north portal of main truss. Showing pour of concrete parapet rail in span 167.

K.W Ellison
6/29/66

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

Trucks carrying mobile stripping deck forms for use in deck truss spans. These not needed in main thru truss.

Small truck crane installing wooden walk way on deck trusses (under concrete deck.)

Ellison
6/29/66

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

View in curved portion of Astoria approach showing construction trucks cars and construction stock on deck.

K.W Ellison
6/29/66

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

Construction material piled in span 170 of main truss.

R.W Ellison
6/29/66

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

View from span 172 toward south portal of main truss.

Construction trucks cars and stripped out deck forms on each side of span.

K.W Ellison
6/29/66

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

~~D/2~~ 6/29/66

View showing painters shacks, equipment, in three trusses at north end of project.

R.W. Ellison
6/29/66

COLUMBIA R. BR.
ASTORIA, ORE. - PT. ELLICE, WN.
STEEL SUPERSTRUCTURE

6/29/66

View from Washington shore toward bridge.

Painters trucks, equipment, etc, in three trusses during painting of zone.

R.W. Ellison
6/29/66

RECEIVED
JUL 1 1966
FOR FILING

The Daily Astorian
Astoria, Or. 250 6-27-66

Final Concrete Poured for Bridge Deck

Eltrich-Del Guzzi company of Port Angeles, Wash., poured the final load of concrete at 4:30 p.m. Friday on the Astoria bridge's 2464-foot truss across the Columbia river main ship channel. Workmen here put finishing touches to the last undecked section. Last 112 yards of concrete on the section were poured Friday, completing a job that began June 13. Approximately 1570 yards of concrete were used in decking the last segment of the bridge. (Daily Astorian Photo)

RECEIVED
JUN 29 1966
FOR FILING

F00-1.1)
6268

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1966

To: MEMO TO THE FILE

SUBJECT:

On this date Representative William Holmstrom, of Astoria, called me re tolls on the Interstate bridge at Astoria. He asked if consideration will be given to fleet operators such as log hauls and also suggested selling commuter tickets.

I told him we would give consideration to the tickets idea and that if anyone in the area was seriously considering a log or chip haul across the bridge, to have him write us a letter stating his proposal and we would make a careful investigation.

Forrest Cooper
State Highway Engineer

FC:ajw

cc R. L. Porter
Victor D. Wolfe

RECEIVED
JUN 28 1966
SP*6230-734

FOR FILING

F-003-1(16)

6265

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria
6/21/66

To: Mr. I. D. Merchant
Bridge Engineer
Salem

SUBJECT: Columbia River Br. @ Astoria
Steel superstructure
Contract No. 6268
Bridge no. 7949
Proposed construction schedule

Enclosed please find one copy of a proposed construction schedule for the subject project as handed to me by Mr. Mel Branham, Project Engineer for American Bridge Division.

This schedule shows the completion of curb pours in the main spans on July 25 and completion of the parapet pours in the main spans on Aug. 1. Completion of stripping deck in the main spans is scheduled for Aug. 22.

According to this schedule the work remaining after August 1, except for painting of the structural steel, consists of finishing and painting the concrete parapets, installing metal handrail in the main spans, and completion of stripping deck forms in the main spans. Since the deck stripping platform runs on a track hung from the deck stringers no part of the stripping platform itself is above deck level. Only the trucks which haul the stripped out material away are required on the deck.

This schedule shows the painting of curbs and parapet in spans 166 thru 171 to be transferred to stage II of construction (painting structural steel). The contractor has been informed that this must be proposed by him in writing befor any such transfer can be considered.

R. W. Ellison

R. W. Ellison
Project Bridge Engineer

cc: A.A. Rear
Tom Edwards w/ encl.

NOTED
TOM EDWARDS

RECEIVED
JUN 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Recd from Mel Branham of American Bridge on 6/20/66 by R.W. Ellis

JUNE | JULY | AUGUST

6 13 20 27 4 11 18 25 1 8 15 22 29

SPAN #5 THRU #19

- FILL DECK JOINTS
- PAINT CURBS
- PAINT PARAPETS
- PAINT STEELWORK
- INSTALL HANDRAIL

SPAN #160 THRU #165

- SACK PARAPETS
- GRIND SLAB
- STRIP SLAB FORMS
- FILL DECK JOINTS
- PAINT CURBS
- PAINT PARAPETS
- PAINT STEELWORK
- INSTALL HANDRAIL

SPAN #166 THRU #171

- POUR SLAB
- FORM CURB
- POUR CURB
- STRIP CURB
- FORM PARAPET
- POUR PARAPET
- STRIP PARAPET

Note: Curb pour in spans 166, 167 & all but one panel of 171 was complete prior to June 22.

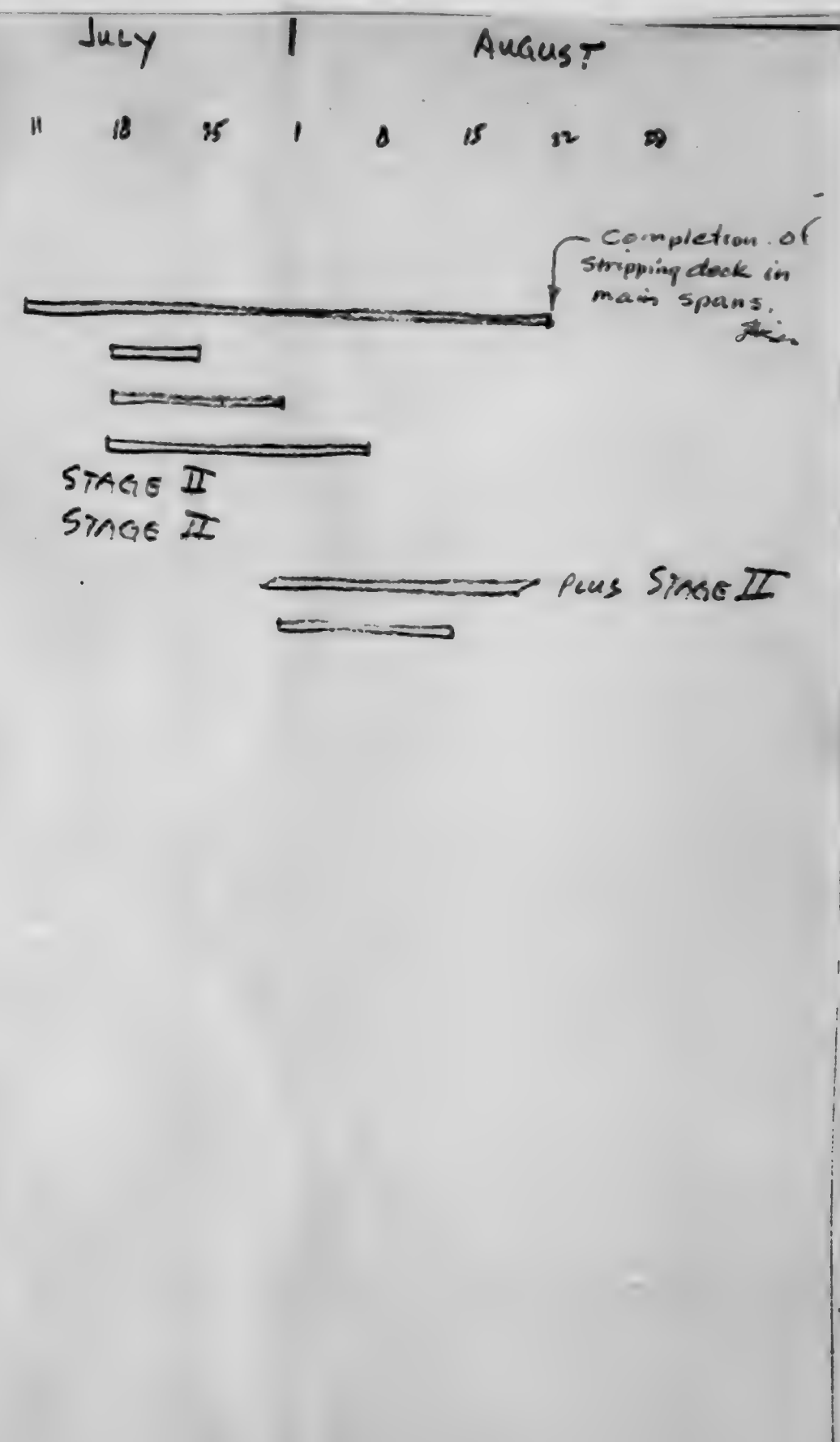
Complete parapet pour in main spans

O. NO. ORDER NO. SHEET NO. DATE
COPYRIGHT 19
AMERICAN BRIDGE DIVISION UNITED STATES STEEL CORPORATION
DIGG FOR

Recd from Mel Branham of American Bridge on 6/26/66 by R.W. Ellison

SPAN #166 THRU #171 (CONT.)

STRIP SLABS
GRIND SLABS
FILL DECK JOINTS
SACK PARAPETS
PAINT CURBS
PAINT PARAPET
PAINT STEELWORK
INSTALL HANDRAIL
INSTALL WALKWAY



ING. NO.
ORDER NO.
SHEET NO. DATE
COPYRIGHT IS
AMERICAN BRIDGE
DIVISION
UNITED STATES STEEL CORPORATION
FOR

RECEIVED
JUN 10 1966
FOR FILING

June 9, 1966

Mr. Charles W. Brooks
Executive Assistant
Office of Wayne Morse
706 U. S. Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

In line with your telephone call on June 8 to Mr. Victor D. Wolfe, Administrative Assistant to the State Highway Engineer, the following information is furnished concerning the trans-Columbia River bridge at Astoria:

The construction of the bridge was financed by a $24 million bond issue which was authorized by the 1939 Legislature. The bond-financed work included the main structure over the ship channel next to the Oregon shore; a concrete viaduct across the Desdemona Sands; and the steel structure across a secondary ship channel adjacent to the Washington shore. An approach to the existing road system in the state of Washington and an approach to the Oregon Coast Highway in Astoria were separate projects and were financed under regular Federal-aid procedures.

Because of the substantial amounts of money involved, neither Washington or Oregon could tie up its regular Federal-aid funds on this one project but in order to make the bond job eligible for Federal-aid at some time in the future (if such should become necessary) an arrangement was made with the Federal Bureau of Public Roads whereby the project was programmed in the token amount of one percent. The one percent financing is not to be paid to the respective states until such time as an agreement is executed obligating the Federal funds. Federal regulations provide that the Federal pro rata share desired by the states must be set forth in the

project agreement. This means that the states must have a sufficient unprogrammed Federal-aid balance in the proper category to cover the commitment. This requirement probably precludes advancing these projects to the agreement stage unless the amounts of Federal-aid are drastically increased or some unforeseen emergency should arise.

Total programmed cost	$24,316,000
One percent token Federal commitment	245,000
63.5 percent maximum pro rata Federal share	15,600,000

(The foregoing total cost and Federal shares are allocated 70 percent to Oregon and 30 percent to Washington.)

The Federal-aid project on the Oregon approach is estimated to cost $1,215,733, with the Federal government participating in the amount of $772,000.

A fact sheet detailing the general features of the bridge is attached.

If there is any further information we can furnish, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Att.
cc Forrest Cooper
Victor D. Wolfe
John J. Earley
JJE:me/RLP:ms

Form A-169—5M

OREGON STATE HIGHWAY DEPARTMENT 61-3

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge at Astoria Date 6-3, 1966

Highway U.S. 101 Contract No. 6268

County Clatsop Prefix S-1005

Contractor U.S. Steel Corp. F. A. Project No. F-003-1(16)

Address 506 S.W. Sixth Ave., Portland, Ore. Price Agreement No. 4

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Establish net price per sack for cement for use in determining the cement adjustment on this project. Price is F.O.B. job site either at Point Ellice, Washington or Astoria, Oregon and for regular or fine grind as noted.

Locations by station numbers:

Columbia River Bridge at Astoria

Names of pay items, estimated quantities and agreed prices:

Cement adjustment F.O.B. Point Ellice, Washington, Regular grind ——— $1.275 per sack
Cement adjustment F.O.B. Point Ellice, Washington, Fine grind ——— $1.40 per sack
(as per attached letter)
Cement adjustment F.O.B. Astoria, Oregon, Regular grind ——— $1.2375 per sack
Cement adjustment F.O.B. Astoria, Oregon, Fine grind ——— $1.3625 per sack
(as per attached letter)

Specifications, basis of measurement and other provisions:

~~Standard Specifications for~~ Highway Bridge Construction, Article 2.4.5, Issue of Sept. 1954.
Special Provisions

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$11,387,134.77
Present estimate of project cost, including $ ~~No extra~~ for work under this order	$11,387,134.77
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R. W. Ellice, Resident Engineer
U.S. Ellice, Proj. Sr. Engr.

Signed William E Carroll, Contractor
for American Bridge Div. of U.S. Steel

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
JUN 6 - 1966
FOR FILING
F-002-1 (16)
C.T.T.

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

June 2, 1966

RECEIVED
JUN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Columbia River Bridge, Astoria, Oregon
Pt. Ellice, Washington Steel Superstructure
Contract Number 6268
ABD Order V-8562-70

Dear Mr. Edwards:

We have received your letter of May 18 stating that it is your belief that the dates granted as a time extension are ample provided the work is diligently processed. This can hardly be considered an equitable adjustment in schedules when we are granted a 16-month extension for delays of 18 months in one area and 20 months in another. Accordingly, it is our intention to submit a request for additional time on Stage 1 work at a later date.

Very truly yours,

Walter R Holmstrom
Contracting Manager

WRH:ln

cc: Messrs. W. B. Hunter
A. A. Porter
H. N. Johnston
W. A. Main, Esq.
F. A. Yerke, Esq.

Copy - Memo 6-6-66

NOTED
TOM EDWARDS

RECEIVED
JUN 3 1966
OREGON
STATE HIGHWAY COMMISSION

FAS-617

COLUMBIA RIVER
ASTORIA, OREGON - PT. ELLICE
CONTRACT NO. 62
SITE CONSTRUCTION SCHEDULE
AMERICAN BRIDGE DIV., U.S.

4-1-66

BID ITEM	DESCRIPTION	1963 OCT	NOV	DEC	1964 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
	THRU TRUSS SPANS (SPANS 5 THRU 11)											
1	CLASS A CONCRETE 2230 YD											
2	REBARS 461,000 LB											
3	STRUCTURAL STEEL 2586 TON											
4	HANDRAIL (TWO PIPE) 4151 FT											
5	ELECTRICAL WORK											
	PLATE GIRDER SPANS (SPANS 12 THRU 19 & 160 THRU											
6	CLASS A CONCRETE 1640 YD.											
7	REBAR 394,000 LB											
8	STRUCTURAL STEEL 1011 TON											
9	HANDRAIL (ONE PIPE) 2400 FT											
10	HANDRAIL (TWO PIPE) 1200 FT											
	DECK TRUSS SPANS (SPANS 164 THRU 167 & 171)											
11	CLASS A CONCRETE 1500 YD											
12	REBARS 325,000 LB											
13	STRUCTURAL STEEL 1957 TON											
14	HANDRAIL (TWO PIPE) 3444 FT											
15	TIMBER WALKWAY 28 MFBM											
16	ELECTRICAL WORK											
	CONTINUOUS TRUSS SPANS (SPANS 168, 169, & 17											PLUS
17	CLASS A CONCRETE 2110 YD.											
18	REBAR 422,000 LB.											
19	STRUCTURAL STEEL 7780 TON											
20	HANDRAIL (TWO PIPE) 4932 FT.											
21	ELECTRICAL WORK											

5 5 11 — FIELD

165 12

TOWER 170 — TOWER 169

Contractor's schedule
Amended to 1965-6

Structural Steel

Rebar

Class A Concrete

Handrail

1" = 100'

ERIES. # 7149

ELLWICE, WASHINGTON

NO. 6265

SCHEDULE - VB362-70

DIV., U.S. STEEL CORPORATION

1965

AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC

11

11

FIELD PAINT

FIELD PAINT

169 THRU 163)

12 19 163 160

12 19 163 169

63 169 12 19

FIELD PAINT

164 165 166 167 CURB

164 165 166 167

169 165 166 167

FIELD PAINT

PLUS TOWERS @ PIERS 169 & 170)

CURB

169

FIELD PAINT

June 1966

curing

Pour

6-28-63 EMS

RECEIVED
MAY 19 1966
FOR FILING
File 1 (Ltr)
6268
1670

May 18, 1966

Mr. Walter R. Holmstrom
Contract Manager
American Bridge Division
United States Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Holmstrom:

We wish to acknowledge receipt of your letter of May 6 requesting an additional time extension on the Astoria Bridge.

It is our belief that the dates granted are ample provided the work is diligently processed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

TE:jwa

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

REFERRED TO
Admin
BY SECRETARY

May 6, 1966

EDWARDS

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Columbia River Bridge, Astoria, Oregon -
Pt. Ellice, Washington Steel Superstructure
Contract Number 6268
ABD Order V-8562-70

Gentlemen:

With respect to Mr. Query's letter of April 25, 1966, advising us that our completion dates on the above project have been extended to August 31, 1966, for Stage 1 and July 31, 1967 for Stage 2, we believe we are entitled to a much greater extension on our Stage 1 work.

As our work progresses and we become better able to estimate our completion date, we intend to request an additional increase in time on the Stage 1 work.

Very truly yours,

Walter R Holmstrom

Contracting Manager

WRH:lm

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 11 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAY 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1966
FOR FILING

6267

May 16, 1966

Dusenbery, Martin, Beatty, Parks
and Templeton
Attorneys at Law
1107 Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard L. Biggs

Gentlemen:

This will acknowledge receipt of your letter of May 12 and attached Notice of Claim, addressed to Hon. Tom McCall, stating that Brookfield Readymix owes Clyde Equipment Company $650 for equipment, machinery parts and services.

The claim states this is in reference to the following state highway contracts:

Contract No. 6268
United States Steel Corporation
Steel Superstructure on Columbia River Bridge
Oregon Coast Highway in Clatsop County
Surety: Federal Insurance Company
Agent: Marsh & McLennan-Cosgrove & Co., Inc.
Equitable Building, Portland 4, Oregon

Contract No. 6499
Pacific Concrete Co., an Oregon Corp.
Structure, grading, paving, toll collection
facilities and signing
Astoria Approach Interstate Bridge Section
Oregon Coast Highway in Clatsop County
Surety: Glens Falls Insurance Company
Agent: James E. Schram and Company
Woodlark Building, Portland 5, Oregon

We will advise the sureties and agents of the receipt of this claim and we will also send it to the Secretary of State for filing.

Please let us know when this claim has been paid, so that we can clear our records.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Federal Insurance Company
Marsh & McLennan-Cosgrove & Co., Inc.
U.S. Steel Corporation
Glens Falls Insurance Co.
James E. Schram & Co.
Pacific Concrete Co., an Ore. Corp.
Hon. Tom McCall
Glenn L. Jackson
David B. Simpson

CWH:fkn

NOTED ON CARD
fkn 5-18-66

FORM F 431

RECEIVED
MAY 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F 662.1 (6)

6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 18, 1966

Dusenbery, Martin, Beatty, Parks
and Templeton
Attorneys at Law
1107 Standard Plaza
Portland, Oregon 97204

Attention: Mr. Richard L. Biggs

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Oregon Coast Highway in Clatsop County
Surety: Federal Insurance Company
Agent: Marsh & McLennan-Cosgrove & Co., Inc.
Equitable Building, Portland 4, Oregon

Contract No. 6499
Pacific Concrete Co., an Oregon Corp.
Structure, grading, paving, toll collection facilities and signing
Astoria Approach Interstate Bridge Section
Oregon Coast Highway in Clatsop County
Surety: Glens Falls Insurance Company
Agent: James E. Schram and Company
Woodlark Building, Portland 5, Oregon

NOTED
C. W. HEAD

Claim File No 4169 - Contract No. 6268

FILED
MAY 19 1966
TOM McCALL
SECRETARY OF STATE

Claim File No. 4170 - Contract No. 6499

RECEIVED
MAY 19 1966
TOM McCALL
SECRETARY OF STATE

Noted on card
Jan

We will advise the sureties and agents of the receipt of this claim and we will also send it to the Secretary of State for filing.

Please let us know when this claim has been paid, so that we can clear our records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Federal Insurance Company
Marsh & McLennan-Cosgrove & Co., Inc.
U.S. Steel Corporation
Glens Falls Insurance Company
James E. Schram & Co.
Pacific Concrete Co., an Ore. Corp.
Hon. Tom McCall
Glenn L. Jackson
David B. Simpson

Mr. McCall - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM -- STATE PUBLIC WORKS BOND

TO: Honorable Tom McCall
Secretary of State
121 State Capitol
Salem, Oregon

Notice hereby is given that the undersigned Clyde Equipment Company, a Maine corporation, has a claim for equipment and machinery parts and services in the sum of $650.00 against the bonds taken from United States Steel Corporation, 309 S.W. Sixth Avenue, Portland, Oregon, principal, and Federal Insurance Company, surety, and from Pacific Concrete Company, principal, and Glens Falls Insurance Company, surety, for the work of Brookfield Readymix, 1 - 32nd Street, Astoria, Oregon, upon Contract #6499 for the Astoria approach to Columbia River Bridge at Astoria, Oregon, and upon Contract #6268 for the steel superstructure of the Columbia River Bridge at Astoria, Oregon.

DATED: This 9 day of May, 1966.

CLYDE EQUIPMENT COMPANY,
a Maine corporation,

BY: _____
1031 N.W. Thurman Street
Portland 9, Oregon

RECEIVED
MAY 13 1966
PORTLAND

6249

May 12, 1966

4637

Mr. A. W. Scott
Vice President
Arrow Transportation Company
Box 16101 - 3125 N. W. 35th Avenue
Portland, Oregon 97210

Dear Mr. Scott:

Your April 27 letter regarding bridge tolls and mileage for the Astoria-Megler Bridge has been received and we have compiled the following information per your request. A separate copy of the toll schedule for the Astoria Bridge has not been printed; however, the approved tolls for the various types of vehicles has been approved and is tabulated below.

Type	Toll
Light vehicle	$1.50
Lt. veh. w/1 axle trailer	2.00
Lt. veh. w/2 axle trailer	2.25
Truck or Bus - 2 axle	3.00
Truck or Bus - 3 axle	3.75
Truck comb. - 4 axle	4.50
Truck comb. - 5 axle	5.25
Truck comb. - 6 axle	6.00
Motorcycles	1.00

You asked for comments in regard to a 5-axle semi and a 3-axle truck with 2-axle trailer. Our Permit Division advises that the toll will be $5.25 for a 5-axle semi combination. This same toll will apply to a 3-axle truck and 2-axle full trailer combination. There have been no special restrictions imposed other than those normally required for the movement of inflammables.

The mileage from the north end of the bridge in Washington at Elmore to the junction of U.S.30 at Taylor and Kingston Avenues is 4.12 miles.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

DDA:ib bg

ARROW TRANSPORTATION COMPANY

BOX 10101 - 3125 N.W. 35th AVENUE
PORTLAND, OREGON 97210

Branches — Seattle, Wn., Spokane, Wn., Pasco, Wn.

3353

APR 28 66

April 27, 1966

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Formal announcement has been made with regard to bridge tolls on the Astoria-Megler Bridge, to open this fall, although detail of charges to trucks was not spelled out completely in the press release.

In order to set up some bulk commodity freight rates between Astoria and Washington points, we would like to have a copy of your toll schedule, along with pertinent comments as to the charge on tanker equipment, namely, a five-axle semi at 74,000 pound gross loading, as well as a three-axle truck and two-axle trailer carrying 76,000 pound gross loadings. We assume there will be no restrictions with regard to movement of flammables. Ross

It also would be helpful if you could give us some idea of mileage to the junction of U.S. 30, or some basing point in Oregon, the distance to the bridge approach on the Washington side from Megler or Ilwaco, and the mileage across the bridge itself. We would assume all of this information is now readily available. Astoria

Yours very truly,

ARROW TRANSPORTATION CO.

wascott

W. A. Scott
Vice President

WAS/eb

RECEIVED
APR 2 1966
MAINTENANCE ENGINEER

RECEIVED
APR 2 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
D. D. ALLEN

RECEIVED
MAY 17 1966
FOR FILING

TALLER & COOPER, INC.
75 FRONT STREET · BROOKLYN, NEW YORK 11201 · ULSTER 8-0500

6768

May 10, 1966

Pacific Concrete Company
P O Box 7648
Portland, Oregon

Attention: Mr. George Vertchingel,
Superintendent

Re: Toll Fare Indicator

Gentlemen:

With reference to your letter of April 27, 1966 with the Toll Fare enclosure from Mr. Ivan Merchant, we wish to amplify upon the Toll Schedule as follows.

The Toll Schedule as listed in Mr. Merchant's letter lists no provision for Non-Revenue or Fuel vehicles. Also no provision was made for extra axles for Non-Revenue vehicles plus any above the eleven classes as listed in the Toll Schedule.

We propose to add to the eleven (11) classes as follows:

A. Keep the eleven (11) class as specified in Mr. Merchant's letter.

B. Make button or class twelve (12) Non-Revenue on the register nameplate and (N.R) on the Patron's Fare Indicator.

C. Make button or class thirteen (13) Extra Axle on the register nameplate and Ex-Ax) on the Patron's Fare Indicator.

D. Leave button or class fourteen (14) blank with no legends on the register or Patron's Fare Indicator.

NOTED
T. C. ROAKE

Copy to Tom Edwards.
5-13-66.

NOTED
TOM EDWARDS

RECEIVED
MAY 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TALLER & COOPER, INC.

Pacific Concrete Company May 10, 19[illegible]

In the event that [illegible] want to employ bracing [illegible] for the [illegible] purposes, the templates may be reversed by drilling [illegible] to read (blank-notching) and the [illegible] Print Indicator bulbs removed.

We will be forwarding the Tell Service Manuals and required prints within the next two weeks.

Cordially,

TALLER & COOPER, INC.

Al Palmer

Al Palmer
Director of Technical Sales

CC: Mr. Ivan Merchant
Oregon State Highway Department
Salem, Oregon

Re:Contract 6499

RECEIVED
MAY 12 1955 PM
7:8,9,10,11,12,1,2,3,4,5,6

FORM E-123

RECEIVED
MAY 10 1966
FOR [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 03-1(16)
6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 6, 1966

American Bridge Division
U. S. Steel Corporation
105 Oyster Point Blvd.
South San Francisco, California 94084

Attention: Mr. H. N. Johnston

Subject: Columbia R. Br.-Astoria
Contract No. 6268
Changes in Paint Specification

Gentlemen:

The samples of Chem-zinc, Catalog No. 14700 and Chem-bar, Catalog No. 47212 as manufactured by Devoe & Raynolds Company, Inc. have been tested and found to be suitable for use.

The conditions outlined in our letter of April 15th have been accepted by your letter of April 22nd and by the sampling of the materials as submitted. Therefore, you may proceed with this painting under the specifications as revised.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By
A. A. Rear
Assistant Bridge Engineer

NOTED
TOM EDWARDS

AAR:mb
cc: Tom Edwards
R. D. Asburry
R. Ellison
Walter Grosz, Portland Office
W. E. Carroll, Astoria Office

RECEIVED
MAY 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 - 1966
FOR FILING

COMMISSIONERS
GLENN V. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-003-1 (14)

6 & 65

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 2, 1966

Ben F. Waple, Secretary
Federal Communications Commission
Washington 25, D. C.

Dear Sir:

The enclosed application for licensing of a transmitter to control fog horns on the Astoria-Megler Bridge at the mouth of the Columbia River is submitted for your approval.

Although the transmitter will be licensed for 600 watts, no more power input will be used than is necessary to perform the service required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Tom Edwards
Assistant State Highway Engineer

CAA:jh
Enc. 1

RECEIVED
MAY 18 1966
FOR FILING
F-OCE/(1)
6268

April 25, 1966

#10

United States Steel Corporation
309 S. W. 6th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6268 on the Columbia River Bridge on the Oregon Coast Highway.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date for Stage 1 to August 31, 1966, and for Stage 2 to July 31, 1967, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc R. D. Asburry
Robert Ellisen
L. H. Young
I. D. Merchant
C. H. Maisen
Bureau of Public Roads

RECEIVED
APR 21 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 15, 1966

American Bridge Company
105 Oyster Point Bld.
South San Francisco, California 94084

Attention: Mr. H. N. Johnston
District Construction Mgr.

Subject: Change in Paint Specifications
Columbia River Bridge at Astoria
Bridge No. 7949
Contract No. 6268

Gentlemen:

Your letter of March 28th requests consideration by the State of a change in the paint system for field painting of the subject bridge.

Confirming my telephone conversation with you on April 13 and 15, the State is definitely interested in this proposition; however, we are unable to accept the substitution as mentioned in Runnels Industries' letter of March 17th. Based on information which we have accumulated, we would accept a substitute paint system consisting of a prime coat of Chem-Zinc, Catalog No. 14700 and a second coat of Chem-Bar, Catalog No. 47212N as manufactured by the Devoe & Raynolds Company, Inc. The final field coat of paint would be Formula No. 317-51 as specified in the contract. I am unable to find a specification for Chem-Bar 47212N and must call your attention to the fact that we are unable to accept a proprietary article. If Chem-Zinc and Chem-Bar carry a military specification, that will be acceptable. It must be understood that the Chem-Zinc and Chem-Bar, if used, would be applied as recommended by the manufacturer on a white metal blast surface in lieu of the commercial blast specified in the contract. The above 3-coat system would be applicable to all field-coated areas with the cleaning as mentioned, and there can be no finish color differential between shop-painted and field-painted areas.

It must be understood also that there will be no additional cost to the State if this substitution is allowed.

NOTED
JOHN EDWARDS

Please study this matter and advise at your early convenience.

Your letter of March 28th also requested a revision in the specifications to permit spray painting in the field. The State has no objections to spray painting in the field provided it is understood that spray painting and all items connected therewith, are done in a manner permitted by the specifications under shop painting and further, that the State will accept no obligation for spray painting damages to traffic.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
Tom Edwards cc
Ray Asburry
R. W. Ellison

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1966
FOR FILING

April 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 10
April 21, 1966 meeting

Gentlemen:

Contract 6268 to United States Steel Corporation for (furnishing, placing, and decking) the steel superstructure for the Columbia River Bridge at Astoria specified that Stage 1 (ready for traffic) be completed on April 30, 1965, and Stage 2 (finish coat of paint and final cleanup) be completed on November 30, 1965.

Commission action on June 1, 1965, granted the contractor a one-year interim extension to the above dates, advancing the dates to April 30, 1966, and November 30, 1966, respectively.

The contractor now requests that the two dates be advanced an additional eight months each (a total of 20 months for the combined requests) for both stages of the work, advancing the dates to December 31, 1966, for Stage 1 and July 31, 1967, for Stage 2. The contractor's current request is, as was his original request, predicated on nonavailability of piers on which to erect the steel.

Failure of the Delong Corporation to complete Contract 6124 was the overall cause of the delay.

In the original planning for the completion of the structure, Piers 168, 169, 170 and 171, the supporting piers for the main channel truss, were considered to be key piers and the completion of these piers, plus the completion of the main channel truss, dictated the overall completion date for the entire structure.

As construction developed, Pier 170 was turned over to the contractor four months after the agreed turn-over date and Pier 171 was turned over one month after the agreed turn-over date. Availability of these two piers permitted limited construction of the main channel truss. Piers 168 and 169 were turned over 18 months after the agreed turn-over date. Availability of these two piers permitted the contractor to resume construction on the work.

Because the contractor was prevented from completing the work within the time specified and granted by the interim time extension by conditions beyond his control, I recommend that the contractor be granted a six-month extension of time without assessment of liquidated damages thus establishing the completion date for Stage 1 as August 31, 1966. The interim extension of one year and the recommended extension of four months equals a total delay occasioned by the contractor's inability to have access to Piers 168 and 169 on the agreed turn-over date.

As to Stage 2, I recommend that the contractor be granted the requested eight-month extension without assessment of liquidated damages thus establishing a completion date of July 31, 1967, for the painting and cleanup phase of the work. This extension grants the contractor good weather painting time equal to that granted under the original conditions of the contract.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:jf bg

E 320 (Rev.)—3M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..March 15....., 1966..

Gentlemen:

We, the undersigned, respectfully request an increase ~~in the number of workdays from~~ of 8 months past April 30, 1966 on Stage 1 work and past November 30, 1966 on Stage 2 work. ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~within which to complete our Contract No. .....6268....., without the assessment of liquidated damages. The said contract is described as follows: contract for steel superstructure on Columbia River Bridge from Astoria, Oregon to Pt. Ellice, Washington.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: as indicated in our letters of March 24, April 26, and June 14, 1965, to you. Our work has also been delayed by delays in pier construction after June 14, 1965.

Said letters indicated we did not then know the full extent of our delay due to pier construction delays. We have now determined such extent of delay to us to be 20 calendar months on each stage of our work.

Respectfully submitted,

UNITED STATES STEEL CORPORATION
Contractor

By
District Contracting Manager, American Bridge Division

CONSENT OF SURETY

Date February 28, 1966

We, Federal Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vi K. Scott, Attorney-in-fact

(SEAL)

Resident Agent

STATE HIGHWAY D
BRIDGE DIVISION
MAR 16 1966 PM
AM
1 2 3 4 5 6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6268 Contractor United States Steel Corp.

Highway U. S. 101

Section Col. River Bridge at Astoria

Kind of Work Steel Superstructure complete

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend completion date for Stage 1 be advanced to 10/31/66 and completion date for Stage 2 be advanced to July 31, 1967; both without assessment of liquidated damages.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6268
Project designation	F-003-1(16) (State-Federal)
Date awarded	May 10, 1963
Work started	Dec. 16, 1963
Per cent completed	81 as of 4/9/66 (Date)
Cal. Dates	
No. of Workdays Allowed	Stage 1 - 4/30/66
Cal. Date	Stage 2 - 11/30/66
No. of Workdays Used	4/9/66
	Months
No. of Added Workdays Requested	8

State Printing 27929

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Vi K. Scott, Edward E. Stalling, Donald H. Haeseker and Bernadette Karnbauer
of Pittsburgh, Pennsylvania -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 11th day of August 19 65

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Vice President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss:

On this 11th day of August 1965, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7887850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1966

Form 12159F (Ed. 1-64)

H5516 (2M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 28th day of February, 1966

L. Gaynor
Assistant Secretary

STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAR 16 1966
2 8 9 M 11 12 1 2 3 4 5 6

RECEIVED
APR 14 1966
FOR FILING
6268

April 14, 1966

Oregon State Highway Commission

Gentlemen:

We have made a thorough analysis of the toll schedule to be used on the Astoria Bridge. Traffic prognostications and income estimates were made for the various levels of tolls. A chart showing these predictions is attached. Also attached for your information are tables showing the bond retirement schedules, the income, and the contributions by the States of Oregon and Washington necessary to augment the income during the life of the bonds in order that the principal and interest payments could be made.

We recommend that you approve the schedule, shown in Table I, which is based on the toll of $1.50 for the basic passenger car. Attached is a copy of a letter from Mr. C. O. Prahl, Director of Highways, indicating Washington's approval of this schedule.

This matter will be on the agenda for the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
TOM EDWARDS

R. L. Porter
Deputy State Highway Engineer

Att.
cc: Floyd Query
Tom Edwards
Victor D. Wolfe
E. S. Hunter
L. H. Young
C. H. Maison
R. D. Asburry

TE:jwa bg

RECEIVED
APR 15 1966
FOR FILING
F-003-1
L216

April 14, 1966

The Honorable William H. Holmstrom
State Representative
125 E. Seventh
Gearhart, Oregon

Dear Mr. Holmstrom:

Serious consideration has been given to the request that the present ferry employees made to you that they be given gold passes which would entitle them to free crossing of the new bridge.

While this is a courtesy which we would like to extend to the employees, we unfortunately cannot do so inasmuch as the State of Washington is involved and the agreement between the States precludes the issuance of free passes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
APR 14 1966
FOR FILING
F-02-1
6268

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 11, 1966

To: MEMO TO FILE

SUBJECT: Delineation
Astoria Bridge

This is to document for the files that the writer is working with Al Rear on the matter of installing delineator buttons on the handrail and pavement buttons on the centerline of the Astoria Bridge as instructed by Mr. Edwards.

The attached material shows the detail of the handrail and a rough sketch of pavement button placement. Also shown in red is the proposed method suggested by Mr. Edwards to attach the delineator button to a mounting bracket on the handrail. These brackets should be installed on a staggered spacing on 100' centers. (200' spacing along one side.)

The pavement button spacing would use our standard 40' interval with 25' of blank space and 15' of button space. Within the 15', we will install three reflectorized buttons spaced on 7½' centers. Within each of the two 7½' intervals, we will install two opaque buttons on 2½' centers.

The bridge deck, including the approaches, is approximately 4.2 miles long. Both the opaque and the reflectorized pavement buttons are to be of the Stimsonite type. The reflectorized units are to be bi-directional. All units are to be installed on the deck with epoxy.

The writer is in the process of determining which delineator unit would be best suited to installation, that is, the round Stimsonite or the rectangular 3-M type.

It is suggested that the Sign Shop order immediately the necessary pavement buttons to make this installation since the proposed opening of the bridge is in August.

NOTED
TOM EDWARDS

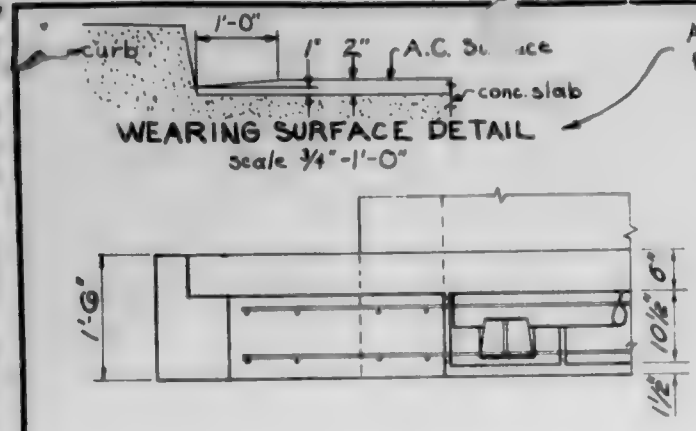
Sketch ?

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:njc
cc: Tom Edwards
Al Rear - Att.
R. N. Bothman - Att.

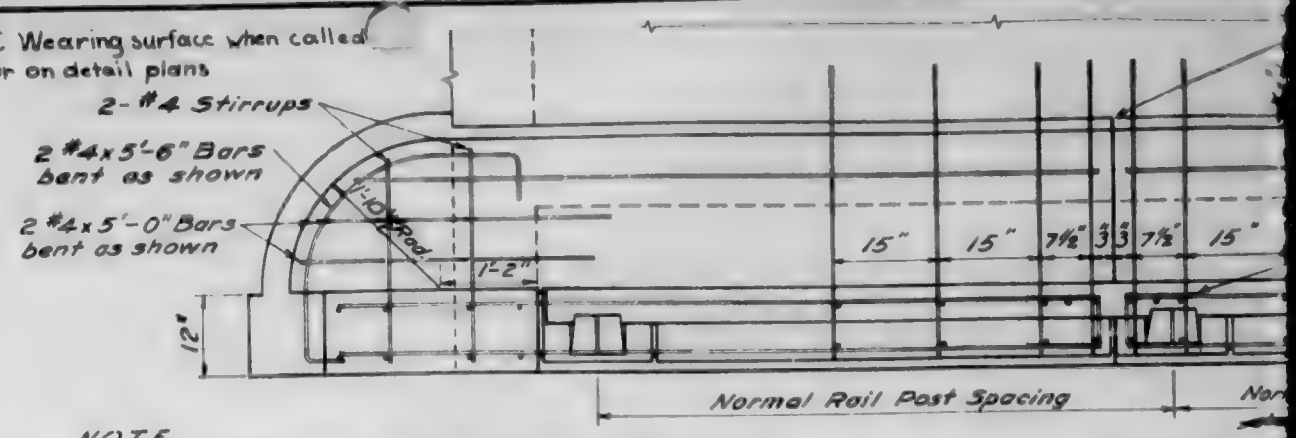
RECEIVED
APR 12 1966
TRAFFIC ENGINEERING



WEARING SURFACE DETAIL
Scale 3/4"-1'-0"

AC Wearing surface when called for on detail plans

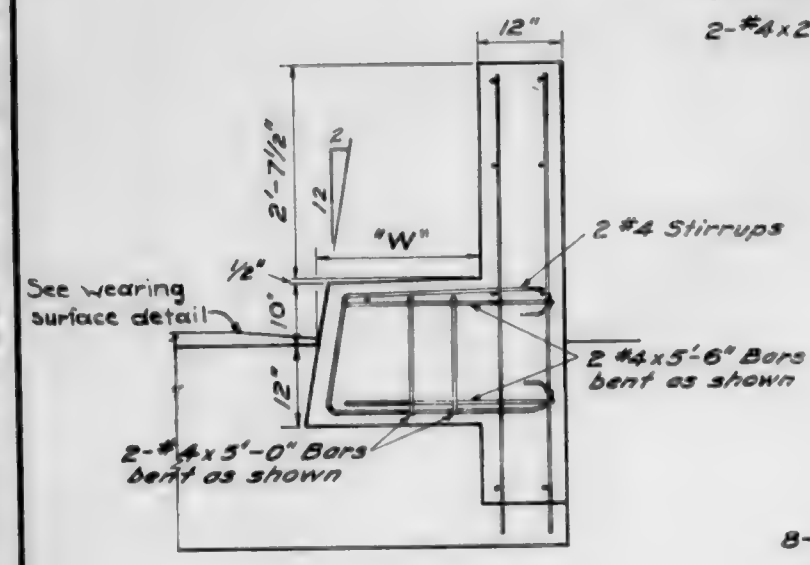
PLAN
TYPE "D"-WITH BRUSH CURB
SCALE: 3/4"=1'-0"



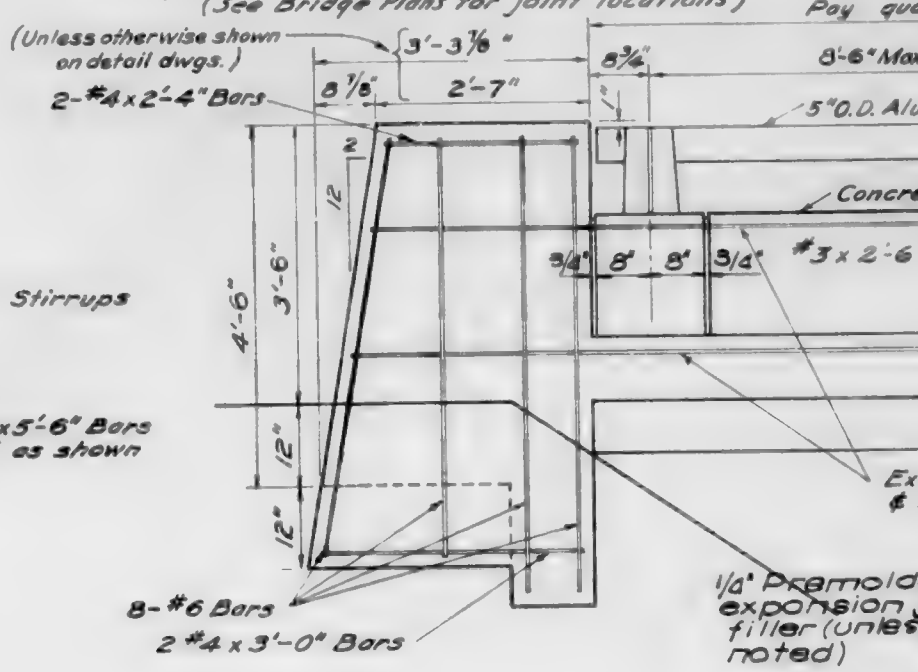
NOTE.
Where premolded expansion joint filler occurs, stop all longitudinal parapet & curb bars 2" clear of joint. Place #3 "U" bars & additional transverse & vertical bars on each side of joint as shown.
(See Bridge Plans for joint locations)

PLAN
TYPE "C"-WITH SA
SCALE: 3/4"=1'-

Pay quantities for rail, including an



END VIEW-TYPE "C"
SCALE: 3/4"=1'-0"



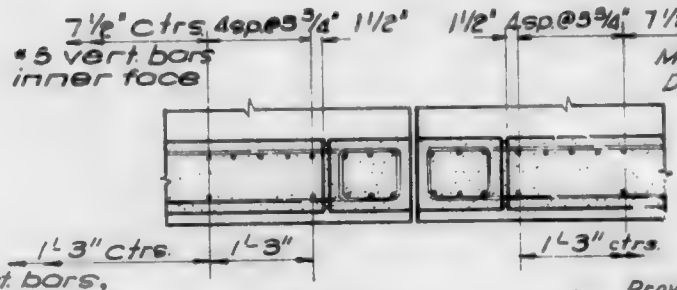
ELEVATION
TYPE "C" &
SCALE: 3/4"=1'-0"

1/2" Premolded expansion joint filler (unless otherwise noted)

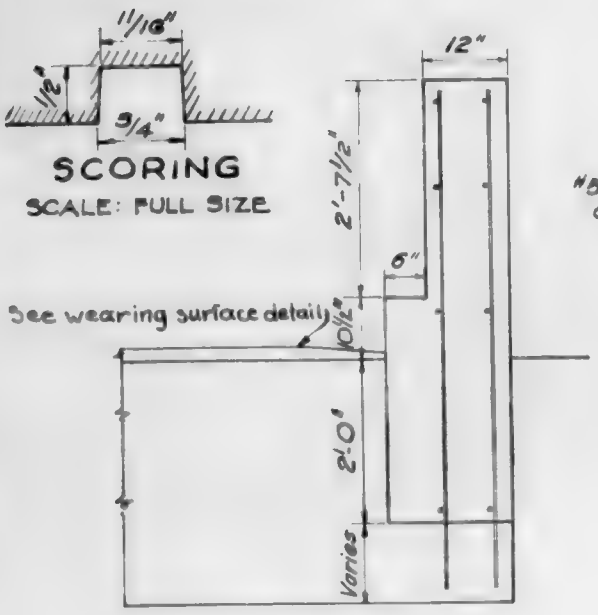
1"Øx1'-6" (ASTM A15) S

PLAN

PARAPET JOINT DE

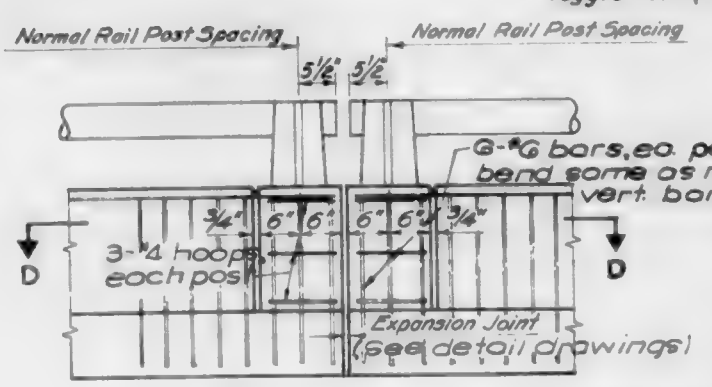


SECTION "D-D"
SCALE 3/4"=1'-0"



END VIEW - TYPE "D"
SCALE: 3/4"=1'-0"

Note:- Top of posts shall parallel grade & all vertical scoring shall be plumb.



DOUBLE POST
Scale:- 3/4"=1'

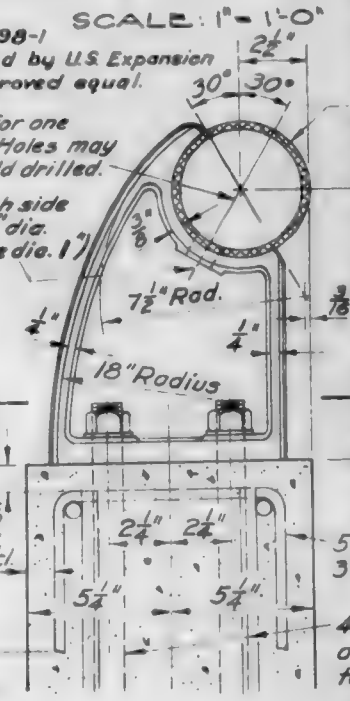
For details of expansion joint in rail, see detail drwgs.

Cast Aluminum Posts, Alloy A344-T4 as per special provisions.
Cast Steel Posts, ASTM A27, Grade 65-35

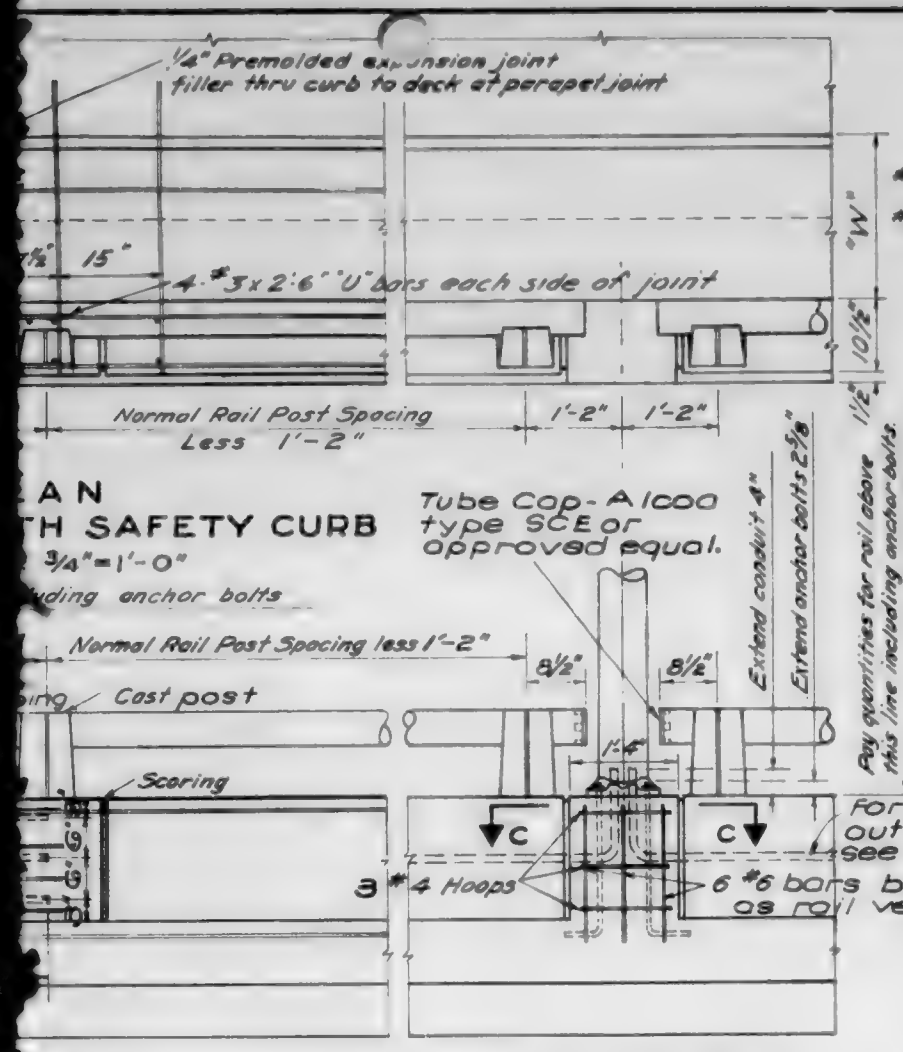
Toggle Bolts: Assembly No. 8198-1 as manufactured by U.S. Expansion Bolt Co. or approved equal.

Provide hole in tube for one toggle bolt per post. Holes may be either shop or field drilled.

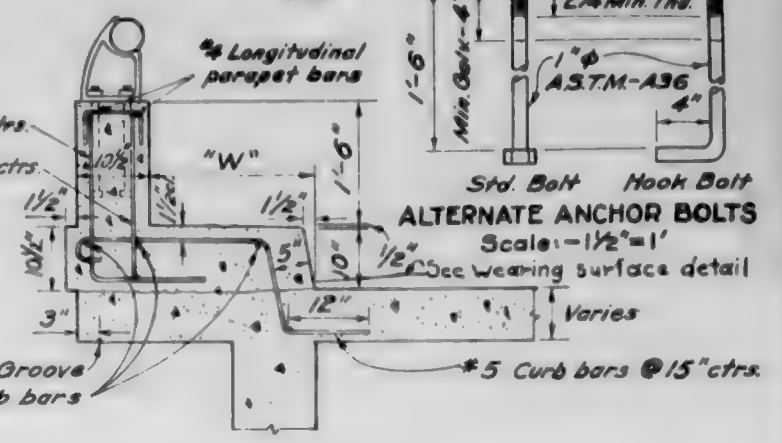
Provide one hole each side of center web for ½" dia. toggle bolt. (max. hole dia. 1")



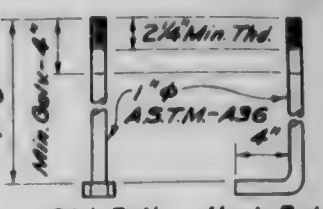
SECTION "A-A"


1/4" Premolded expansion joint filler thru curb to deck at parapet joint
15"
4-#3x2'-6" "U" bars each side of joint
"W"
10½"
Normal Rail Post Spacing Less 1'-2"
1'-2"
1'-2"
1½"
Pay quantities for rail above this line including anchor bolts.

AN
TH SAFETY CURB
3/4"=1'-0"
ding anchor bolts

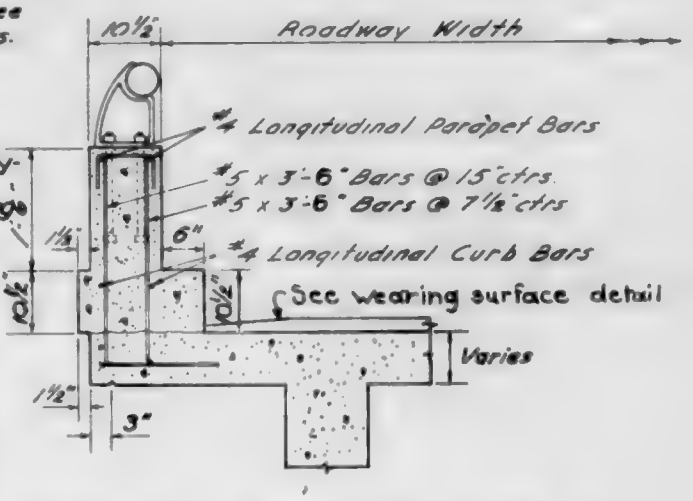


TYPICAL SECTION - TYPE "C"
SCALE: 3/4"=1'-0"



ALTERNATE ANCHOR BOLTS
Scale:-1½"=1'

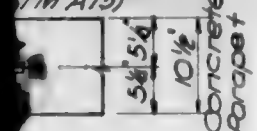
Note - For curb width (Dimension "W") on Type "C" rail, see detail drawings.



TYPICAL SECTION - TYPE "D"
SCALE 3/4"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE 1½"=1'-0"
SHOULD BE READ ¾"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

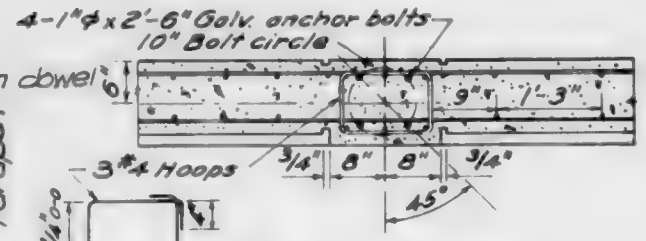
arapet
post.
TION
& "D"
"=1'-0"
x1'-6"
TM A15)



INT DETAIL

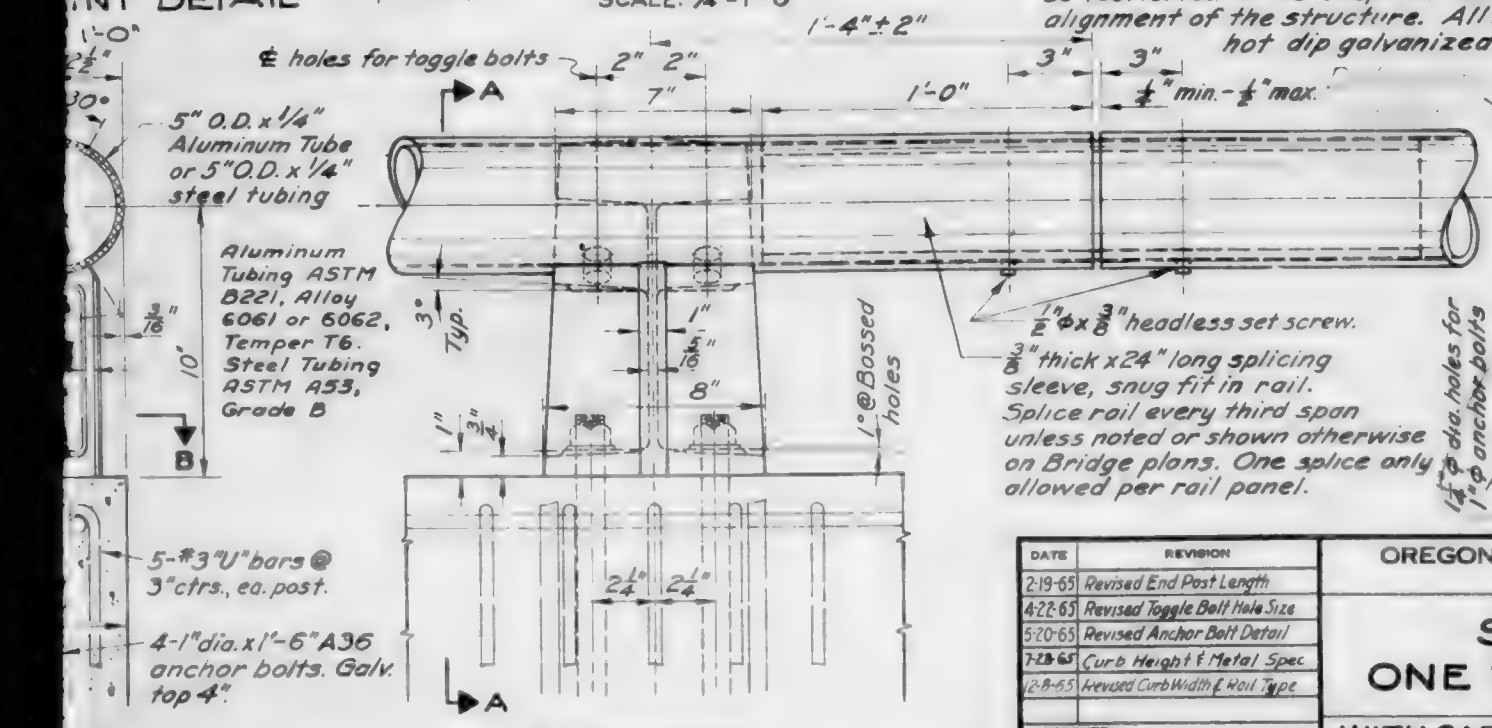
LIGHT POST

When so indicated on detail drawings provide light post anchor as shown.



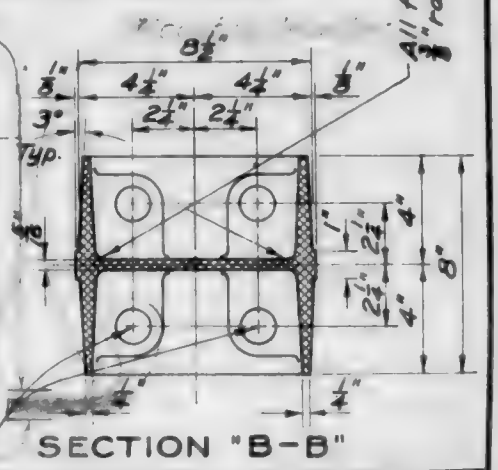
SECTION "C-C"
SCALE: 3/4"=1'-0"

GENERAL Notes
These details are intended for aluminum or steel rail alternates. Details shown are for aluminum tubing and set screws with cast aluminum rail posts, or for steel tubing and set screws with cast steel posts. Provide steel anchor bolts, nuts and washers, per detail. Railing shall be fabricated to the shape of the horizontal and vertical alignment of the structure. All steel members shall be hot dip galvanized after fabrication.



-A"
DETAIL OF CAST POST
Scale:-3"=1'

ELEVATION



SECTION "B-B"

DATE	REVISION
2-19-65	Revised End Post Length
4-22-65	Revised Toggle Bolt Hole Size
5-20-65	Revised Anchor Bolt Detail
7-23-65	Curb Height & Metal Spec.
12-8-65	Revised Curb Width & Rail Type

APPROVED:
BRIDGE ENGINEER

DESIGNED ..... CHECKED .....
DRAWN ..... CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

STANDARD ONE PIPE PARAPET RAIL

WITH SAFETY CURB OR BRUSH CURB

DATE Nov. 2, 1964 SHEET ..... OF .....

BRIDGE NO. ..... DRAWING NO. 20341

FORM E-301—50M 7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1966

SUBJECT: Forecast Versus Actual Toll Bridge Traffic

To: MEMORANDUM TO THE FILES

Last week John Earley asked me to provide him with some data which would show how the traffic forecasts made prior to the opening of other toll bridges in this area compared with the actual traffic that has since developed. He wanted this for material for the speech which Mr. Edwards is to give to the Oregon Coastal Association on April 15th.

The attached table shows actual traffic compared to the forecasts for the years 1962-1965 on The Dalles, Umatilla and Biggs Rapids bridges. The fact stands out that on everyone of the bridges the actual traffic was less than the forecast traffic in each year. This data would seem to indicate that there is a common tendency to be over-optimistic in forecasting traffic on toll facilities.

We have tried to avoid this over-optimism in estimating traffic on the Astoria Toll Bridge. If, however, we have been unknowingly influenced by this tendency, we can only hope that our error will be less than what has occurred on these other bridges.

Robert L. Shindler
Highway Economist

RLSh:djb
Enc.

A COMPARISON OF FORECAST AND ACTUAL TRAFFIC ON THREE COLUMBIA RIVER TOLL BRIDGES

1. The Dalles Bridge
Feasibility Study by Seage & Tudor, San Francisco, California
Date of report with traffic forecasts: July, 1956
Date Bridge opened to traffic: December 18, 1953

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	558,000	501,510	-10.1
1963	575,000	472,310	-17.9
1964	593,000	508,080	-14.3
1965	611,000	475,230	-22.2

2. Umatilla Bridge
Feasibility Study by Coverdale & Colpitts, New York, N.Y.
Date of report with traffic forecasts: September, 1952
Date Bridge opened to traffic: April 15, 1955

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	690,000	438,000	-36.5
1963	723,000	405,880	-43.9
1964	756,000	425,590	-43.7
1965	789,000	469,755	-40.5

3. Sam Hill Memorial Bridge (Biggs Rapids)
Feasibility Study by Wilbur Smith & Associates
Date of report with traffic forecasts: June 1959
Date Bridge opened to traffic: November 1, 1962

Year	Forecast Traffic	Actual Traffic	Percent Difference
1962	268,000	---	---
1963	322,000	230,315	-28.5
1964	347,000	246,740	-28.9
1965	345,000	310,615	-10.0

NOTED
L. E. GEORGE

RECEIVED
APR 5 - 1966
FOR FILING

April 5, 1966

American Bridge Division
U. S. Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Mr. Walter J. Grosz
District Contracting Manager

Gentlemen:

In your letter of April 1 you inquired as to the status of a request for an extension of time on Contract No. 6268 for construction of steel superstructure on the Columbia River Bridge at Astoria.

I checked with the Bridge Division and was informed that your request has been received and is going through the regular channel.

We anticipate that the request for an extension of time will be presented to the Highway Commission at its meeting April 21.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. C. A. Gardner
Bridge Division

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

April 1, 1966

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

On March 15 we wrote to you in accordance with copy of enclosed letter requesting time extension on your form E-320. At the same time we also forwarded copy to Mr. I. D. Merchant, Bridge Engineer, and Mr. R. W. Ellison, Resident Engineer at Astoria.

I recognize that such matters require time and that this will be presented at a regular Commission meeting. We would appreciate your advising us that the Oregon State Highway Commission has received this request.

Very truly yours,

District Contracting Manager

WJG:ln

Enc.

RECEIVED
APR 1 - 1966
OREGON
STATE HIGHWAY COMMISSION

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

March 15, 1966

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Columbia River Bridge, Astoria, Oregon - Pt. Ellice, Washington Steel Superstructure - Contract No. 6268
A.B.D. Order V-8562-70

Gentlemen:

Enclosed in triplicate and executed on our behalf is your Form E-320 (Rev.) - 5M-5-60 requesting that the above contract's present completion dates of April 30, 1966 on Stage 1 work and November 30, 1966 on Stage 2 work be extended eight months, i.e., to December 31, 1966 on Stage 1 work and to July 31, 1967 on Stage 2 work.

If you believe this request fails to meet the requirements of Article 1.8.6 (as revised) of the Specifications applicable to the above contract, please so inform us at your earliest convenience.

Very truly yours,

District Contracting Manager

WJG:ln
Enc. (3)
cc: Messrs. I. D. Merchant
R. W. Ellison

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MAR 17 1966
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F-CX 2-1 (1L)
6268

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

PROPOSED TOLL SCHEDULE

Astoria Bridge

	Toll
Light Vehicle 1/	$ 1.75
Light Vehicle 1/ with one axle trailer	2.25
Light Vehicle 1/ with two axle trailer	2.75
Truck or Bus - two axle	3.00
Truck, Truck Combination, or Bus - Three Axle	4.00
Truck Combination - Four Axle	5.00
Truck Combination - Five Axle	6.00
Truck Combination - Six or More Axles	7.00
Motorcycles	1.00
Pedestrians	.50

NOTED
TOM EDWARDS

1/ Light vehicles include passenger cars, panels, and pickups having a gross vehicle weight of 6,000 pounds or less.

RECEIVED
MAR 21 1966
FOR FILING

COMMISSIONERS
GEORGE D. ZAHN, CHAIRMAN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP
HAROLD WALSH
EVERETT
ELMER C. HUNTLEY
THORNTON
ROBERT L. MIKALSON
CENTRALIA

LORENZ GOETZ, SECRETARY
OLYMPIA

F-003-1 (16)

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
500 FAIRVIEW AVE. NO.

March 18, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Thank you for your letter of March 10, 1966, with which you submitted the recommended toll schedule for the Astoria-Megler Toll Bridge.

We have reviewed the data which you submitted and likewise have made a comparison of your tabulation with the proposed schedule which this department had considered when the Washington Toll Bridge Authority was directed to give consideration to the financing and construction of the subject facility. It is interesting to note that the tariff structure which you have recommended is reasonably close to that which was proposed in the engineering report to the Authority, dated November 28, 1958.

In accordance with the provisions of that certain agreement between the two States, this letter will serve to extend our approval to the tariff schedule which you have recommended under Table I, with your letter of March 10, 1966. Thank you very much for your cooperation in this matter.

Very truly yours,

C. G. PRAHL, P.E.
Director of Highways

CGP:hm

cc: D. B. Hedges
W. H. Butts

RECEIVED
MAR 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 22 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 17 1966
FOR FILING

Return to Forrest

March 10, 1966

Mr. C. O. Prahl
Director of Highways
Washington Department of Highways
Highways-Licenses Building
Olympia, Washington 98501

Dear Mr. Prahl:

In compliance with the terms of the agreement covering construction and operation of the bridge between Astoria and Point Ellice, we submit for your approval a proposed toll charge schedule. Our analysts have prepared the data attached with respect to projected traffic volumes and income using base rates of $1.25, $1.50, $1.75 and $2.00 for the basic light vehicle.

It appears that the most optimum return consonant with the highest use of the bridge would be achieved with the basic $1.50 light vehicle charge. You will note that an increase to $1.75 results in a projected reduction in traffic of 29,550 vehicles yearly and an increase of revenue of only $19,300. It is our belief that the economy will be better served by keeping the additional 29,550 vehicles on the road and we therefore recommend your approval of the basic rates as shown in Table I.

We also include for your information Table III, which is a summary of the toll revenues collected at the Astoria-Megler ferry during the year 1965. You will note from Table III that the average toll paid by light vehicles, including passengers, was $1.75 per vehicle, which is in excess of the proposed $1.50 base toll.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall (enc.)

TE:jwa mc
Enclosure

INDEX OF TABLES

TABLE I - Anticipated traffic and revenues, $1.50 Schedule, 1967.

TABLE II - Comparison of anticipated revenues at various schedules.

TABLE III - Current income, ferry revenues.

TABLE IV - Estimate of effect of tolls on traffic.

TABLE V - Comparison of income and actual traffic.

TABLE VI - Estimated cost of bridge.

TABLE VII - Debt service requirements.

TABLE VIII - Division of costs between Oregon and Washington.

TABLE IX - Existing schedules for major toll bridges on the West Coast.

TABLE I

ESTIMATED ANNUAL TRAFFIC AND REVENUES - 1967
ASTORIA TOLL BRIDGE

	Toll	Traffic	Revenue
Light Vehicle	$1.50	245,200	$367,800
Lt. Veh. W/1 Axle Trailer	2.00	16,500	33,000
Lt. Veh. W/2 Axle Trailer	2.25	1,400	3,150
Truck or Bus - 2 Axle	3.00	7,100	21,300
Truck or Bus - 3 Axle	3.75	2,700	10,125
Truck Comb. - 4 Axle	4.50	1,200	5,400
Truck Comb. - 5 Axle	5.25	11,500	60,375
Truck Comb. - 6 Axle	6.00	100	600
Motorcycles	1.00	1,000	1,000
Total Vehicles	($1.75)	286,700	$502,750

Copy for minutes
This is the approved schedule
E

TABLE II

ESTIMATED ANNUAL TRAFFIC AND REVENUES - 1967
ASTORIA TOLL BRIDGE

(For Basic Tolls of $1.25, $1.50, $1.75 and $2.00)

	Toll	Traffic	Revenue	Toll	Traffic	Revenue
Light Vehicle	$1.25	272,400	$340,500	$1.50	245,000	$367,800
Lt. Veh. W/1 Axle Trailer	1.50	19,050	28,575	2.00	16,500	33,000
Lt. Veh. W/2 Axle Trailer	1.75	1,600	2,800	2.25	1,400	3,150
Truck or Bus - 2 Axle	2.00	9,200	18,400	3.00	7,100	21,300
Truck or Bus - 3 Axle	2.75	3,100	8,525	3.75	2,700	10,125
Truck Comb. - 4 Axle	3.50	1,400	4,900	4.50	1,200	5,400
Truck Comb. - 5 Axle	4.25	12,900	54,825	5.25	11,500	60,375
Truck Comb. - 6 Axle	5.00	150	750	6.00	100	600
Motorcycles	.75	1,200	900	1.00	1,000	1,000
Total Vehicles	($1.43)	321,000	460,175	($1.75)	286,700	$502,750
Light Vehicle	$1.75	219,200	$383,600	$2.00	194,800	$389,600
Lt. Veh. W/1 Axle Trailer	2.25	14,900	33,525	2.50	13,200	33,000
Lt. Veh. W/2 Axle Trailer	2.75	1,200	3,300	3.00	1,100	3,300
Truck or Bus - 2 Axle	3.00	6,900	20,700	4.00	5,800	23,200
Truck or Bus - 3 Axle	4.00	2,500	10,000	5.00	2,200	11,000
Truck Comb. - 4 Axle	5.00	1,100	5,500	6.00	900	5,400
Truck Comb. - 5 Axle	6.00	10,300	61,800	7.00	8,900	62,300
Truck Comb. - 6 Axle	7.00	100	700	8.00	100	800
Motorcycles	1.00	950	950	1.25	900	1,125
Total Vehicles	($2.02)	257,150	$520,050	($2.32)	227,900	$529,725

TABLE V

ESTIMATED ANNUAL TRAFFIC AND REVENUES - 1967
ASTORIA TOLL BRIDGE

(For Basic Tolls of $1.25, $1.50, $1.75 and $2.00)

	Toll	Traffic	Revenue	Toll	Traffic	Revenue
Light Vehicle	$ 1.25	272,400	$ 340,500	$1.50	245,200	$367,800
Lt. Veh. W/1 Axle Trailer	1.50	19,050	28,575	2.00	16,500	33,000
Lt. Veh. W/2 Axle Trailer	1.75	1,600	2,800	2.25	1,400	3,150
Truck or Bus - 2 Axle	2.00	9,200	18,400	3.00	7,100	21,300
Truck or Bus - 3 Axle	2.75	3,100	8,525	3.75	2,700	10,125
Truck Comb. - 4 Axle	3.50	1,400	4,900	4.50	1,200	5,400
Truck Comb. - 5 Axle	4.25	12,900	54,825	5.25	11,500	60,375
Truck Comb. - 6 Axle	5.00	150	750	6.00	100	600
Motorcycles	.75	1,200	900	1.00	1,000	1,000
Total Vehicles	(1.43)	321,000	460,175	(1.75)	286,700	502,750
Light Vehicle	1.75	219,200	383,600	2.00	194,800	389,600
Lt. Veh. W.1 Axle Trailer	2.25	14,900	33,525	2.50	13,200	33,000
Lt. Veh. W.2 Axle Trailer	2.75	1,200	3,300	3.00	1,100	3,300
Truck or Bus - 2 Axle	3.00	6,900	20,700	4.00	5,800	23,200
Truck or Bus - 3 Axle	4.00	2,500	10,000	5.00	2,200	11,000
Truck Comb. - 4 Axle	5.00	1,100	5,500	6.00	900	5,400
Truck Comb. - 5 Axle	6.00	10,300	61,800	7.00	8,900	62,300
Truck Comb. - 6 Axle	7.00	100	700	8.00	100	800
Motorcycles	1.00	950	950	1.25	900	1,125
Total Vehicles	(2.02)	257,150	520,050	(2.32)	227,900	529,725

TABLE III

ANNUAL TRAFFIC AND REVENUES
ASTORIA-MEGLER FERRY
1965

	Toll	Vehicles	Revenues
Vehicles 1/			
Light Vehicles	$1.25	139,760	$174,700.00
Light Vehicle w/trailer			
Less than 25'	1.50	185	277.50
25' but less than 35'	2.00	5,678	11,356.00
35' or over	2.75	1,654	4,548.50
Trucks			
Less than 20'	1.75	1,669	2,920.75
20' but less than 30'	2.50	3,111	7,777.50
30' " " " 40'	3.00	607	1,821.00
40' " " " 50'	3.50	507	1,774.50
50' " " " 56'	4.25	37	157.25
56' or over	5.00	20	100.00
Motorcycles	.50	740	370.25 2/
Total Vehicles		153,968	$205,803.25
Other Fares			
Passengers (other than driver)			
Adult	.25	258,846	$ 64,711.50
Children	.15	58,525	8,778.75
Truck loads (ton)	.25	8,449	2,112.25
Livestock (head)	.50	195	97.50
Freight	---	---	1,033.94
Total ~~Vehicles~~			$ 76,733.94
Grand Total			$282,537.19

Line up with Trucks

1/ Toll for vehicles includes driver.

2/ Includes one motorcycle side car, rate is $0.75.

NOTE: The average toll paid by light vehicles including passengers was $1.75 in 1965.

ANNUAL TRAFFIC AND REVENUES
ASTORIA-MEGLER FERRY
1965

	Toll	Vehicles	Revenues
Vehicles 1/			
Light Vehicles	$1.25	139,760	$174,700.00
Light Vehicle w/trailer			
Less than 25'	1.50	185	277.50
25' but less than 35'	2.00	5678	11,356.00
35' or over	2.75	1654	4,548.50
Trucks			
Less than 20'	1.75	1669	2,920.75
20' but less than 30'	2.50	3111	7,777.50
30' " " " " " " " 40'	3.00	607	1,821.00
40' " " " " " " " 50'	3.50	507	1,774,50
50' " " " " " " " 56'	4.25	37	157.25
56' or over	5.00	20	100.00
Motorcycles	.50	740	370.25 2/
Total Vehicles		153,968	$205,803.25
Other Fares			
Passengers (other than driver)			
Adult	.25	258,846	64,711.50
Children	.15	58,525	8,778.75
Truck loads (ton)	.25	8449	2,112.25
Livestock (head)	.50	195	97.50
Freight	-	-	1,033.94
Total			$ 76,733.94
Grand Total			$282,537.19

1/ Toll for vehicles includes driver.

2/ Includes one motorcycle side car, rate is .75.

Note: The average toll paid by light vehicles including passengers was $1.75 in 1965.

TABLE VI

ESTIMATED COSTS AND SOURCES OF FUNDS
ASTORIA TOLL BRIDGE

COST

Main River Bridge Item/Contractor	Amount of Contract	Construction Engineering	Total
Piers			
Delong (for work completed)	$ 3,979,460	$ 302,201	$ 4,281,661
Raymond Int'l (completion)	5,341,251	400,000	5,741,251
Umpqua River Nav. (riprap)	596,998	40,820	637,818
Steel Superstructure			
U. S. Steel Corp.	10,577,446	359,749	10,937,195
Desdemona Viaduct			
Pomeroy and Gerwick	3,875,838	209,497	4,085,335
Toll Plaza			
Pacific Construction Company	52,718	4,055	56,773
Total Cost, Main River Bridge	$24,423,711	$1,316,322	$25,740,033

FINANCING

Bond Funds

Bond proceeds (par value)	$24,000,000	
Less discount on bonds	458,785	
Plus interest earnings	1,669,399	
Net bond funds		$25,210,614
Less interest payments on bonds during construction		3,150,900*
Net bond funds available for construction		$22,059,714

* Agreements between States requires that Oregon pay all costs until bridge is open to traffic.

TABLE VI ESTIMATED COSTS AND SOURCES OF FUNDS, ASTORIA TOLL BRIDGE - 2 -

Total cost - main structure (bond job)		$25,740,033
Total bond funds available		22,059,714
Deficiency (Oregon subsidy)		$ 3,680,319

COSTS RECOVERABLE FROM DE LONG

Added Cost of Piers Including Engineering

Actual cost paid DeLong	$ 4,281,661	
Actual cost paid Raymond	5,741,251	
	$10,022,912	
Original DeLong contract	$ 8,852,224	$ 2,170,688
Extra costs - recontracting		50,500
Extra costs, 15 mos. ferry operation		430,000
Loss of tolls, 1¼ yrs. @ $502,750		628,438
Loss of Washington subsidy (maximum) Interest 1¼ yrs. @ $200,000		250,000
Maximum total recovery from DeLong		$ 3,539,626

In addition to the above, court cost and any additional costs suffered by delay of U. S. Steel on their contract for superstructures will be recoverable from DeLong. These may total $1,000,000.

Total cost of structure without recovery from DeLong

Main bridge		$25,740,033
Oregon approach costs		
Right of way	$ 151,760	
Pacific Construction Company	1,179,605	
Construction engineering	90,731	
Total, Oregon approach		$ 1,422,096
Washington approach costs		
Contract cost	$ 242,204	
Construction engineering	27,108	
Total, Washington approach		$ 269,312
TOTAL COST OF BRIDGE		$27,431,441
U. S. Steel Claim (anticipated)		1,000,000
Legal fees (anticipated)		250,000
		$28,681,441

TABLE IV

AN ESTIMATE OF THE EFFECT OF TOLLS ON TRAFFIC

ASTORIA TOLL BRIDGE
(1967 ADT Shown in Parenthesis)

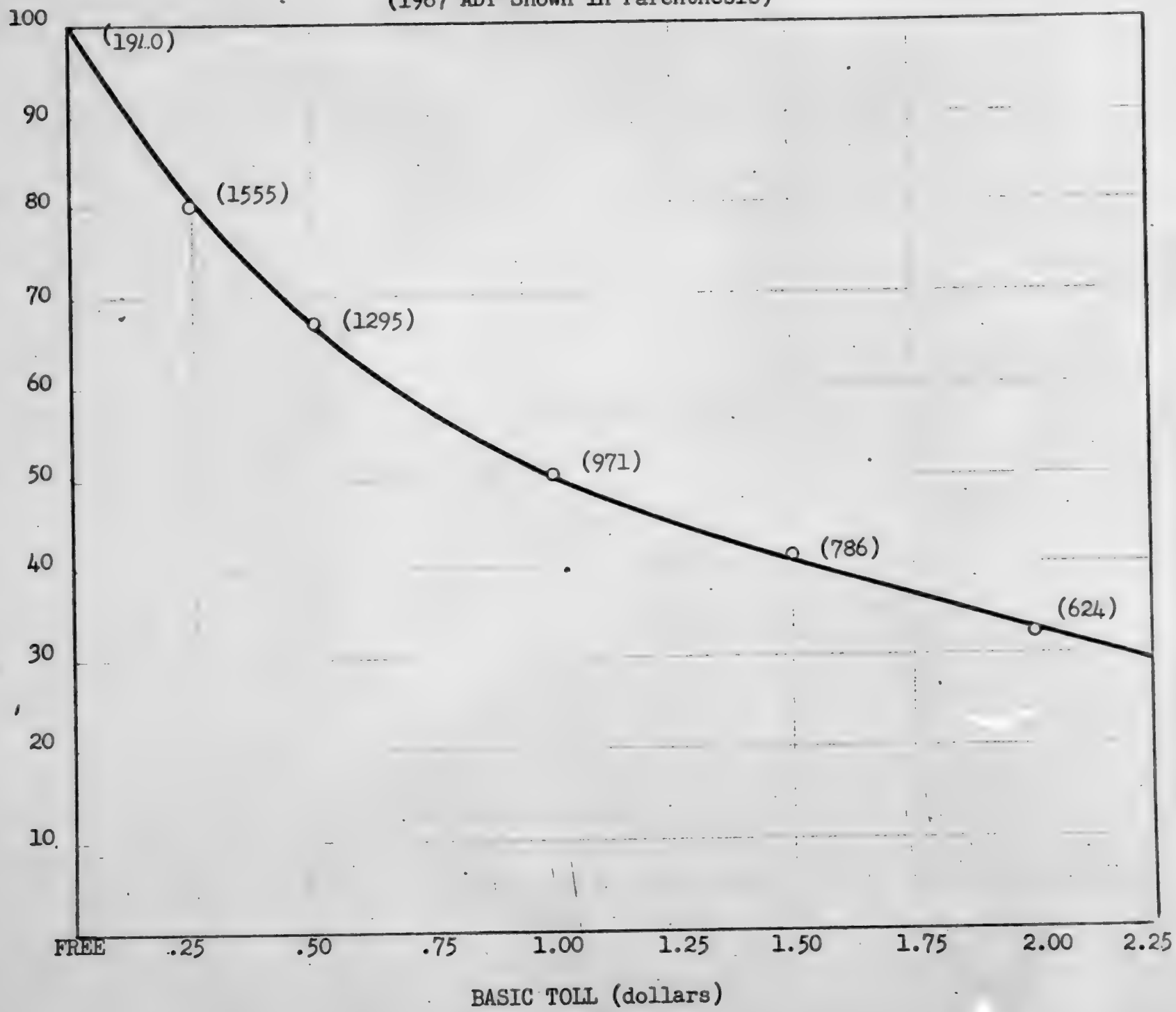

TABLE V

ESTIMATED ANNUAL TRAFFIC AND REVENUES
FOR SELECTED BASIC TOLLS
ASTORIA TOLL BRIDGE

(1967 Traffic Volumes)

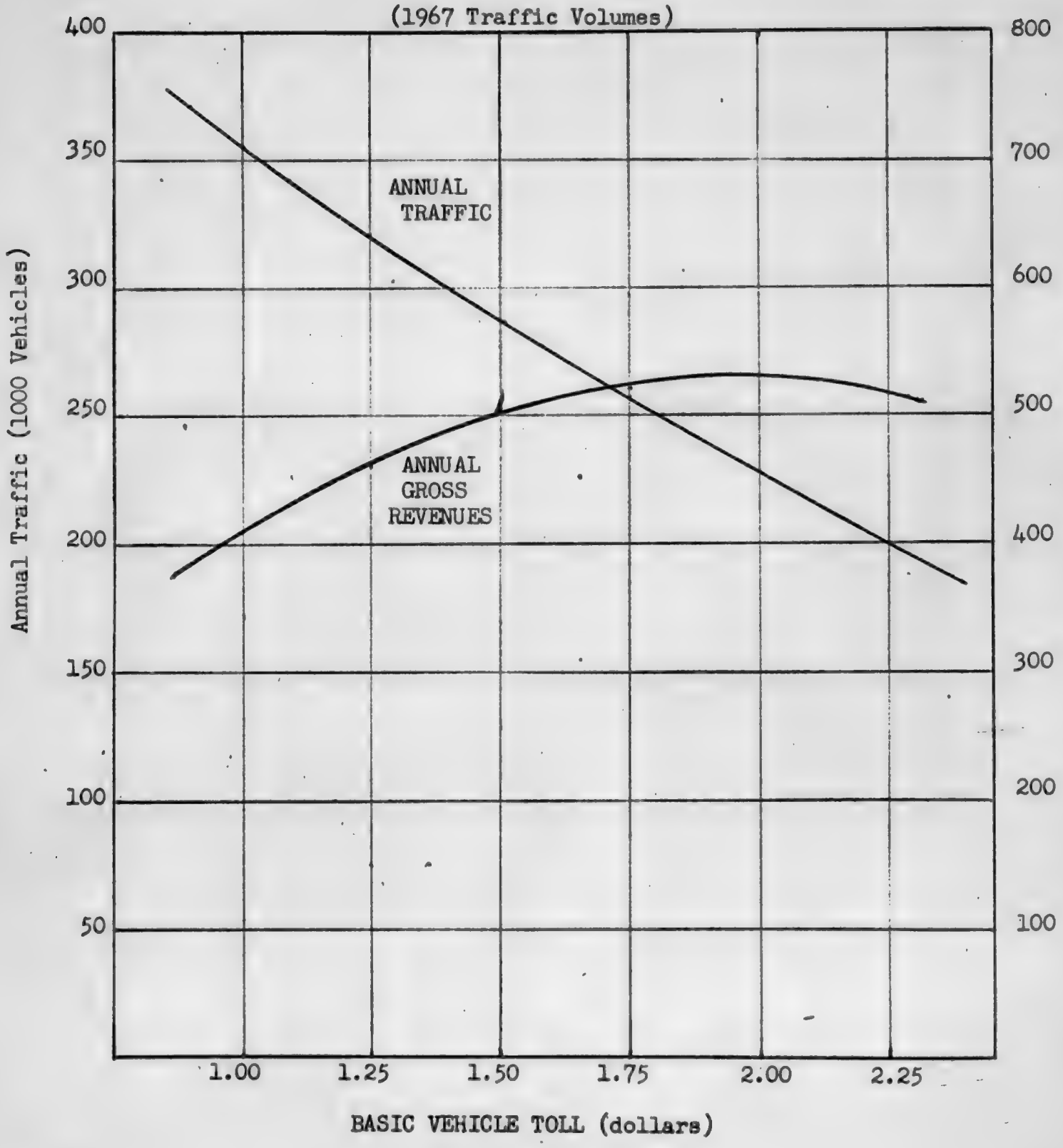

TABLE VI

STATEMENT OF RECEIPTS AND EXPENDITURES
ASTORIA TOLL BRIDGE
TOTAL THROUGH DECEMBER 31, 1965

Receipts	
Highway User Revenues	$ —
Bridge Tolls	—
Bond Proceeds (par value)	24,000,000
Premium (discount) on Bonds	(470,825)
Accrued Interest on Bonds	12,040
Income from Investments	1,669,399
Other	—
Total Receipts	25,210,614
Expenditures	
Preliminary Engineering	326,730
Right of way	151,760
Construction	22,135,696
Maintenance	—
Fare Collection	—
Insurance	—
Bond Interest	2,532,000
Bond Redemption (par)	400,000
Exchange charges	21,219
Other	15,296
Total Expenditures	25,582,701
Net Deficit of Toll Bridge Account December 31, 1965	(372,087)

NOTE CORRECTION

TABLE VI

STATEMENT OF RECEIPTS AND EXPENDITURES
ASTORIA TOLL BRIDGE
TOTAL THROUGH DECEMBER 31, 1965

Receipts	
Highway User Revenues	$ —
Bridge Tolls	—
Bond Proceeds (par value)	24,000,000
Premium (discount) on Bonds	(470,825)
Accrued Interest on Bonds	12,040
Income from Investments	1,669,399
Other	—
Total Receipts	25,210,614
Expenditures	
Preliminary Engineering	326,730
Right of way	151,760
Construction	22,135,696
Maintenance	—
Fare Collection	—
Insurance	—
Bond Interest	2,532,000
Bond Redemption (par)	400,000
Exchange charges	21,219
Other	15,296
Total Expenditures	25,582,701
Net Deficit of Toll Bridge Account December 31, 1965	(372,087)

VOTE CORRECTION

TABLE _____
ESTIMATED TOTAL COSTS TO COMPLETE
THE ASTORIA TOLL BRIDGE

Normal contract costs		
Capital costs		
Piers	$ 7,250,609	
Steel superstructure	10,577,446	
Sands viaduct	3,888,734	
Riprap	494,851	
Toll plaza	73,718	
Right of Way	151,760	
Construction engineering	1,782,829	
Bond Financing costs		
Discount on bonds less accrued interest	458,785	
Interest during construction	2,395,200	
Total		27,073,932
Extra costs due to default by contractor		
Additional cost of piers	2,532,496	
Construction engineering		
15 months @ $14,500	217,500	
New plans and specifications	2,500	
Core drill seal concrete	26,000	
Sheet pile rental	22,000	
Total		2,800,496
Extra costs due to 15 months delay		
Net cost of ferry operation	325,000	
Additional bond financing costs		
To be paid by net income from tolls	372,600	
To be paid by direct subsidy	383,100	
Principal payment on bonds	800,000	
Total		1,880,700
Grand Total		31,755,128

TABLE IX

EXISTING TOLL SCHEDULES FOR
MAJOR TOLL BRIDGES ON THE WEST COAST

The existing toll schedules for major toll bridges on the West Coast and other bridges on the Columbia River were compared in order to provide a basis for determining the relationship between tolls on trucks and buses and the minimum toll for passenger cars. It was found that the ratio of the maximum toll for trucks compared to that of passenger cars varied from a ratio of 4.0 to 1 to 14.0 to 1. These data are summarized in the following table:

Facility	Tolls			Ratio
	Pass. Car	Trucks & Buses		Max. Truck
		Min.	Max.	Pass. Car
San Francisco-Oakland Bay Bridge	$ .25	$ .50	$ 3.50	14.0:1
Richmond-San Raphael Bridge	.75	1.25	4.00	5.3:1
Tacoma Narrows Bridge 1/	.50	1.00	7.00	14.0:1
Hood Canal Floating Bridge	1.90	2.20	11.00	5.8:1
Longview Bridge 1/	.50	1.00	3.00	6.0:1
Sam Hill Memorial Bridge	1.00	1.50	4.00	4.0:1
Umatilla Bridge	1.00	1.50	4.25	4.3:1
Astoria Bridge (Proposed)	1.50	3.00	6.00	4.0:1

1/ Toll schedule in effect at the time tolls were removed in 1965.

TABLE VII

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIRE
ASTORIA TOLL BRIDGE, 1966-1995

Year 1/	ADT	Annual Traffic	Gross Revenues	Operating Expenses 2/	Net Revenue	Bonds Outstanding Beg. of Year
1966	697	106,000	$ 185,900	$ 39,000	$ 146,900	$ 23,200,000
1967	786	286,700	502,800	94,500	408,300	22,800,000
1968	805	293,900	515,400	95,400	420,000	22,000,000
1969	825	301,200	528,200	99,300	428,900	21,200,000
1970	846	308,700	541,400	100,200	441,200	20,400,000
1971	867	316,500	555,100	101,100	454,000	19,600,000
1972	889	324,400	568,900	105,300	463,600	18,800,000
1973	911	332,500	583,100	106,300	476,800	18,000,000
1974	934	340,800	597,700	107,300	490,400	17,200,000
1975	957	349,300	612,600	111,700	500,900	16,400,000
1976	981	358,000	627,800	112,700	515,100	15,600,000
1977	1,006	367,000	643,600	113,800	529,800	14,800,000
1978	1,031	376,200	659,800	118,400	541,400	14,000,000
1979	1,057	385,600	676,200	119,500	556,700	13,200,000
1980	1,083	395,200	693,100	120,600	572,500	12,400,000
1981	1,110	405,100	710,400	125,700	584,700	11,600,000
1982	1,138	415,200	728,200	126,700	601,500	10,800,000
1983	1,166	425,600	746,400	127,900	618,500	10,000,000
1984	1,195	436,200	765,000	133,200	631,800	9,200,000
1985	1,225	447,200	784,300	134,400	649,900	8,400,000
1986	1,256	458,300	803,700	135,700	668,000	7,600,000
1987	1,287	469,800	823,900	141,300	682,600	6,800,000
1988	1,319	481,500	844,400	142,600	701,800	6,000,000
1989	1,352	493,600	865,700	144,000	721,700	5,200,000
1990	1,386	505,900	887,200	149,800	737,400	4,400,000
1991	1,421	518,600	909,500	152,400	757,100	3,600,000
1992	1,456	531,500	932,100	153,900	778,200	2,800,000
1993	1,493	544,800	955,400	160,200	795,200	2,000,000
1994	1,530	558,400	979,300	161,700	817,600	1,200,000
1995	1,568	572,400	1,003,800	163,200	840,600	400,000
Totals			21,230,900	3,697,800	17,533,100	

1/ Data for 1966 assumes that the bridge will open for traffic on August 1st. This table is based upon continua

2/ Includes insurance premiums on bridge, $50,000 annually.

NOTE: Data are for S

TABLE VII

CTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS
ASTORIA TOLL BRIDGE, 1966-1995

Gross venues	Operating Expenses 2/	Net Revenue	Bonds Outstanding Beg. of Year	Interest Payments	Principal Payments	Annual Debt Requirements
185,900	$ 39,000	$ 146,900	$ 23,200,000	$ 310,800	$ 400,000	$ 710,800
502,800	94,500	408,300	22,800,000	713,800	800,000	1,513,800
515,400	95,400	420,000	22,000,000	681,800	800,000	1,481,800
528,200	99,300	428,900	21,200,000	649,800	800,000	1,449,800
541,400	100,200	441,200	20,400,000	617,800	800,000	1,417,800
555,100	101,100	454,000	19,600,000	585,800	800,000	1,385,800
568,900	105,300	463,600	18,800,000	556,800	800,000	1,356,800
583,100	106,300	476,800	18,000,000	533,800	800,000	1,333,800
597,700	107,300	490,400	17,200,000	511,600	800,000	1,311,600
612,600	111,700	500,900	16,400,000	488,800	800,000	1,288,800
627,800	112,700	515,100	15,600,000	466,000	800,000	1,266,000
643,600	113,800	529,800	14,800,000	442,400	800,000	1,242,400
659,800	118,400	541,400	14,000,000	418,400	800,000	1,218,400
676,200	119,500	556,700	13,200,000	394,200	800,000	1,194,200
693,100	120,600	572,500	12,400,000	369,800	800,000	1,169,800
710,400	125,700	584,700	11,600,000	345,000	800,000	1,145,000
728,200	126,700	601,500	10,800,000	320,000	800,000	1,120,000
746,400	127,900	618,500	10,000,000	295,000	800,000	1,095,000
765,000	133,200	631,800	9,200,000	270,000	800,000	1,070,000
784,300	134,400	649,900	8,400,000	244,400	800,000	1,044,400
803,700	135,700	668,000	7,600,000	218,800	800,000	1,018,800
823,900	141,300	682,600	6,800,000	193,000	800,000	993,000
844,400	142,600	701,800	6,000,000	167,000	800,000	967,000
865,700	144,000	721,700	5,200,000	140,600	800,000	940,600
887,200	149,800	737,400	4,400,000	114,200	800,000	914,200
909,500	152,400	757,100	3,600,000	87,600	800,000	887,600
932,100	153,900	778,200	2,800,000	60,800	800,000	860,800
955,400	160,200	795,200	2,000,000	34,000	800,000	834,000
979,300	161,700	817,600	1,200,000	7,200	800,000	807,200
,003,800	163,200	840,600	400,000	200	400,000	400,200
,230,900	3,697,800	17,533,100		10,239,400	23,200,000	33,439,400

en for traffic on August 1st. This table is based upon continuance of toll operation thru December 31, 1995.
000 annually.

NOTE: Data are for $1.50 basic toll.

TABLE VIII

BOND FINANCING SUBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON A
ASTORIA TOLL BRIDGE, 1966-1995

Year	Subsidy Required to Meet the Annual Bond Financing Costs					N
	Total Subsidy 1/	Basic Oregon Portion	Shared Portion			
			Total	By Oregon	By Washington	
1966	$ 563,900	$ 100,000	$ 463,900	$ 380,600	$ 83,300	$
1967	1,105,500	100,000	1,005,500	805,500	200,000	
1968	1,061,800	100,000	961,800	761,800	200,000	
1969	1,020,900	100,000	920,900	720,900	200,000	
1970	976,600	100,000	876,600	676,600	200,000	
1971	931,800	100,000	831,800	631,800	200,000	
1972	893,200	100,000	793,200	593,200	200,000	
1973	857,000	100,000	757,000	557,000	200,000	
1974	821,200	100,000	721,200	521,200	200,000	
1975	787,900	100,000	687,900	487,900	200,000	
1976	750,900	100,000	650,900	450,900	200,000	
1977	712,600	100,000	612,600	412,600	200,000	
1978	677,000	100,000	577,000	377,000	200,000	
1979	637,500	100,000	537,500	337,500	200,000	
1980	597,300	100,000	497,300	298,400	198,900	
1981	560,300	100,000	460,300	276,200	184,100	
1982	518,500	100,000	418,500	251,100	167,400	
1983	476,500	100,000	376,500	225,900	150,600	
1984	438,200	100,000	338,200	202,900	135,300	
1985	394,500	100,000	294,500	176,700	117,800	
1986	350,800	100,000	250,800	150,500	100,300	
1987	310,400	100,000	210,400	126,200	84,200	
1988	265,200	100,000	165,200	99,100	66,100	
1989	218,900	100,000	118,900	71,300	47,600	
1990	176,800	100,000	76,800	46,100	30,700	
1991	130,500	100,000	30,500	18,300	12,200	
1992	82,600	82,600	- -	- -	- -	
1993	38,800	38,800	- -	- -	- -	
1994	(10,400)	- -	(10,400)	(6,200)	(4,200)	
1995	(440,400)	- -	(440,400)	(264,200)	(176,200)	
Totals	15,906,300	2,721,400	13,184,900	9,386,800	3,798,100	

1/ Subsidy equals annual debt requirement minus net revenues.

2/ Surplus revenues are to be used to r
previously advanced. Par. 4, Gen.

TABLE VIII

SUBSIDY PLUS MAINTENANCE TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE, 1966-1995

Annual Bond Financing Costs			Total Maintenance Expense	Total Contribution	
	Shared Portion				
Total	By Oregon	By Washington		Oregon	Washington
$ 463,900	$ 380,600	$ 83,300	$ 57,800	$ 509,500	$ 112,200
1,005,500	805,500	200,000	141,600	976,300	270,800
961,800	761,800	200,000	144,400	934,000	272,200
920,900	720,900	200,000	147,400	894,600	273,700
876,600	676,600	200,000	150,200	851,700	275,100
831,800	631,800	200,000	153,200	808,400	276,600
793,200	593,200	200,000	156,400	771,400	278,200
757,000	557,000	200,000	159,400	736,700	279,700
721,200	521,200	200,000	162,600	702,500	281,300
687,900	487,900	200,000	165,800	670,800	282,900
650,900	450,900	200,000	169,200	635,500	284,600
612,600	412,600	200,000	172,600	598,900	286,300
577,000	377,000	200,000	176,000	565,000	288,000
537,500	337,500	200,000	179,600	527,300	289,800
497,300	298,400	198,900	183,200	490,000	290,500
460,300	276,200	184,100	187,000	469,700	277,600
418,500	251,100	167,400	190,600	446,400	262,700
376,500	225,900	150,600	194,400	423,100	247,800
338,200	202,900	135,300	198,200	402,000	234,400
294,500	176,700	117,800	202,400	377,900	219,000
250,800	150,500	100,300	206,200	353,600	203,400
210,400	126,200	84,200	210,400	331,400	189,400
165,200	99,100	66,100	214,600	306,400	173,400
118,900	71,300	47,600	218,800	280,700	157,000
76,800	46,100	30,700	223,200	257,700	142,300
30,500	18,300	12,200	227,800	232,200	126,100
- -	- -	- -	232,400	198,800	116,200
- -	- -	- -	237,000	157,300	118,500
(10,400)	(6,200)	(4,200)	241,800	114,700	116,700
(440,400)	(264,200)	(176,200)	246,600	(140,900)	./ (52,900) 2/
13,184,900	9,386,800	3,798,100	5,550,800	14,883,600 ✓	6,573,500

s net revenues.

2/ Surplus revenues are to be used to repay the respective states for funds previously advanced. Par.4, Gen. Prov. of the agreement.

Note: Data are for $1.50 basic toll.

TABLE

TOTAL OREGON SUBSIDY INCLUDING AMORTIZATION
OF EXTRA COSTS AND MAINTENANCE
ASTORIA TOLL BRIDGE
1966-1996

$1.50 Base

1/ Year	① Total Bond Financing Subsidy $	② Share of Maintenance $	③ Amortization of Extra Costs With Recovery $	④ Amortization of Extra Costs No Recovery $	①+②+③ Total With Re $
1966	363,900	28,900	-0-	-0-	392,
1967	905,500	70,800	351,400	351,400	1,327,
1968	861,800	72,200	351,300	351,300	1,285,
1969	820,900	73,700	351,400 2/	351,400	1,246,
1970	776,600	75,100	131,800	351,300	983,
1971	731,800	76,600	131,800	351,400	940,
1972	693,200	78,200	131,800	351,400	903,
1973	657,000	79,700	131,800	351,300	868,
1974	621,000	81,300	131,800	351,400	834,
1975	587,900	82,900	131,800	351,400	802,
1976	550,900	84,600	131,700	351,300	767,
1977	512,600	86,300	131,800	351,400	730
1978	477,000	88,000	131,800	351,300	696
1979	437,500	89,800	131,800	351,400	659
1980	398,400	91,600	131,800	351,400	621
1981	376,200	93,500	131,800	351,300	60
1982	351,100	95,300	131,800	351,400	57
1983	325,900	97,200	131,800	351,400	55
1984	302,900	99,100	131,800	351,300	53
1985	276,700	101,200	131,800	351,400	50
1986	250,500	103,100	131,800	351,300	48
1987	226,200	105,200	131,700	351,400	46
1988	199,100	107,300	131,800	351,400	43
1989	171,300	109,400	131,800	351,300	41
1990	146,100	111,600	131,800	351,400	38
1991	118,300	113,900	131,800	351,400	36
1992	82,600	116,200	131,800	351,300	33
1993	38,800	118,500	131,800	351,400	28
1994	-	120,900	131,800	351,300	25
1995	-	123,300	131,800	351,400	25
1996	-	73,300	131,800	351,400	20
TOTALS	$12,261,700	$2,848,700	$4,612,500	$10,540,900	$19,722

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1/ Data for 1966 assumes that the bridge will open for traffic on August 1, 1966. The 30-year payout period will end Aug. 1, 1996.

2/ Plus the full estimated at

Revised WSE case
3-7-66

TABLE
GON SUBSIDY INCLUDING AMORTIZATION
EXTRA COSTS AND MAINTENANCE
ASTORIA TOLL BRIDGE
1966-1996 $1.50 Base

③ Amortization of Extra Costs With Recovery $	④ Amortization of Extra Costs No Recovery $	①+②+③ Total Annual Contribution With Recovery $	①+②+④ Total Annual Contribution No Recovery $
-0-	-0-	392,800	392,800
351,400	351,400	1,327,700	1,327,700
351,300	351,300	1,285,300	1,285,300
351,400 2/	351,400	1,246,000	1,246,000
131,800	351,300	983,500	1,203,000
131,800	351,400	940,200	1,159,800
131,800	351,400	903,200	1,122,800
131,800	351,300	868,500	1,088,000
131,800	351,400	834,100	1,053,700
131,800	351,400	802,600	1,022,200
131,700	351,300	767,200	986,800
131,800	351,400	730,700	950,300
131,800	351,300	696,800	916,300
131,800	351,400	659,100	878,700
131,800	351,400	621,800	841,400
131,800	351,300	601,500	821,000
131,800	351,400	578,200	797,800
131,800	351,400	554,900	774,500
131,800	351,300	533,800	753,300
131,800	351,400	509,700	729,300
131,800	351,300	485,400	704,900
131,700	351,400	463,100	682,800
131,800	351,400	438,200	657,800
131,800	351,300	412,500	632,000
131,800	351,400	389,500	609,100
131,800	351,400	364,000	583,600
131,800	351,300	330,600	550,100
131,800	351,400	289,100	508,700
131,800	351,300	252,700	472,200
131,800	351,400	255,100	474,700
131,800	351,400	205,100	424,700
$4,612,500	$10,540,900	$19,722,900	$25,651,300

SET

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ll open for traffic
eriod will end Aug. 1, 1996.

2/ Plus the full recovered amount estimated at $3,585,500.

TABLE
BOND FINANCING SUBSIDY PLUS MAINTENANCE
TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE
1966-1996

Bond Financing Subsidy

Year	Total Needed	Basic Oregon Portion	Shared Portion		
			Total	By Oregon	By Washington
1966	$ 563,900	$ 100,000	$ 463,900	$ 263,900	$ 200,000
1967	1,105,500	100,000	1,005,500	805,500	200,000
1968	1,061,800	100,000	961,800	761,800	200,000
1969	1,020,900	100,000	920,900	720,900	200,000
1970	976,600	100,000	876,600	676,600	200,000
1971	931,800	100,000	831,800	631,800	200,000
1972	893,200	100,000	793,200	593,200	200,000
1973	857,000	100,000	757,000	557,000	200,000
1974	821,200	100,000	721,200	521,200	200,000
1975	787,900	100,000	687,900	487,900	200,000
1976	750,900	100,000	650,900	450,900	200,000
1977	712,600	100,000	612,600	412,600	200,000
1978	677,000	100,000	577,000	377,000	200,000
1979	637,500	100,000	537,500	337,500	200,000
1980	597,300	100,000	497,300	298,400	198,900
1981	560,300	100,000	460,300	276,200	184,100
1982	518,500	100,000	418,500	251,100	167,400
1983	476,500	100,000	376,500	225,900	150,600
1984	438,200	100,000	338,200	202,900	135,300
1985	394,500	100,000	294,500	176,700	117,800
1986	350,800	100,000	250,800	150,500	100,300
1987	310,400	100,000	210,400	126,200	84,200
1988	265,200	100,000	165,200	99,100	66,100
1989	218,900	100,000	118,900	71,300	47,600
1990	176,800	100,000	76,800	46,100	30,700
1991	130,500	100,000	30,500	18,300	12,200
1992	82,600	82,600	-	-	-
1993	38,800	38,800	-	-	-
1994	-	-	-	-	-
1995	-	-	-	-	-
1996	-	-	-	-	-
	$16,357,100	$2,721,400	$13,635,700	$9,540,500	$4,095,200

1/ Annual debt requirement minus net revenue

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TABLE
BOND FINANCING SUBSIDY PLUS MAINTENANCE
TO BE PAID BY OREGON AND WASHINGTON
ASTORIA TOLL BRIDGE
1966-1996

Bond Financing Subsidy				Total Mainten Expense	Total Contribution	
ic Oregon Portion	Shared Portion Total	By Oregon	By Washington		Oregon	Washington
100,000	$ 463,900	$ 263,900	$ 200,000	$ 57,800	$ 392,800	$ 228,900
100,000	1,005,500	805,500	200,000	141,600	976,300	270,800
100,000	961,800	761,800	200,000	144,400	934,000	272,200
100,000	920,900	720,900	200,000	147,300	894,600	273,700
100,000	876,600	676,600	200,000	150,200	851,700	275,10
100,000	831,800	631,800	200,000	153,200	808,400	276,600
100,000	793,200	593,200	200,000	156,300	771,400	278,200
100,000	757,000	557,000	200,000	159,400	736,700	279,700
100,000	721,200	521,200	200,000	162,600	702,500	281,300
100,000	687,900	487,900	200,000	165,900	670,800	282,900
100,000	650,900	450,900	200,000	169,200	635,500	284,600
100,000	612,600	412,600	200,000	172,600	598,900	286,300
100,000	577,000	377,000	200,000	176,100	565,000	288,000
100,000	537,500	337,500	200,000	179,600	527,300	289,800
100,000	497,300	298,400	198,900	183,200	490,000	290,500
100,000	460,300	276,200	184,100	186,900	469,700	277,600
100,000	418,500	251,100	167,400	190,600	446,400	262,700
100,000	376,500	225,900	150,600	194,400	423,100	247,800
100,000	338,200	202,900	135,300	198,300	402,000	234,400
100,000	294,500	176,700	117,800	202,300	377,900	219,00
100,000	250,800	150,500	100,300	206,300	353,600	203,40
100,000	210,400	126,200	84,200	210,400	331,400	189,400
100,000	165,200	99,100	66,100	214,600	306,400	173,400
100,000	118,900	71,300	47,600	218,900	280,700	157,000
100,000	76,800	46,100	30,700	223,300	257,700	142,300
100,000	30,500	18,300	12,200	227,800	232,200	126,100
82,600	-	-	-	232,400	198,800	116,200
38,800	-	-	-	237,000	157,300	118,500
-	-	-	-	241,700	120,900	120,900
-	-	-	-	246,500	123,300	123,300
-	-	-	-	146,600	73,300	73,300
2,721,400	$13,635,700	$9,540,500	$4,095,200	$5,697,400	$15,110,600	$6,943,900

venue

TABLE

PROJECTED TRAFFIC, REVENUES, AND DEBT SERVICE REQUIREMENTS, ASTORIA TOLL

1/ Year	ADT	Annual Traffic	Gross Revenues	Operating 2/ Expenses	Net Revenue	Bonds Outstanding Beginning of Yr.	Int Pay
1966	697	106,000	$ 185,900	$ 39,000	$ 146,900	$ 23,200,000	$ 3
1967	786	286,700	502,800	94,500	408,300	22,800,000	7
1968	805	293,900	515,400	95,400	420,000	22,000,000	6
1969	825	301,200	528,200	99,300	428,900	21,200,000	6
1970	846	308,700	541,400	100,200	441,200	20,400,000	6
1971	867	316,500	555,100	101,100	454,000	19,600,000	5
1972	889	324,400	568,900	105,300	463,600	18,800,000	5
1973	911	332,500	583,100	106,300	476,800	18,000,000	5
1974	934	340,800	597,700	107,300	490,400	17,200,000	5
1975	957	349,300	612,600	111,700	500,900	16,400,000	4
1976	981	358,000	627,800	112,700	515,100	15,600,000	4
1977	1,006	367,000	643,600	113,800	529,800	14,800,000	4
1978	1,031	376,200	659,800	118,400	541,400	14,000,000	4
1979	1,057	385,600	676,200	119,500	556,700	13,200,000	3
1980	1,083	395,200	693,100	120,600	572,500	12,400,000	3
1981	1,110	405,100	710,400	125,700	584,700	11,600,000	3
1982	1,138	415,200	728,200	126,700	601,500	10,800,000	3
1983	1,166	425,600	746,400	127,900	618,500	10,000,000	3
1984	1,195	436,200	765,000	133,200	631,800	9,200,000	3
1985	1,225	447,200	784,300	134,400	649,900	8,400,000	3
1986	1,256	458,300	803,700	135,700	668,000	7,600,000	3
1987	1,287	469,800	823,900	141,300	682,600	6,800,000	3
1988	1,319	481,500	844,400	142,600	701,800	6,000,000	3
1989	1,352	493,600	865,700	144,000	721,700	5,200,000	3
1990	1,386	505,900	887,200	149,800	737,400	4,400,000	3
1991	1,421	518,600	909,500	152,400	757,100	3,600,000	3
1992	1,456	531,500	932,100	153,900	778,200	2,800,000	3
1993	1,493	544,800	955,400	160,200	795,200	2,000,000	3
1994	1,530	558,400	979,300	161,700	817,600	1,200,000	3
1995	1,568	572,400	1,003,800	163,200	840,600	400,000	3
1996	1,608	586,700	1,028,900	99,000	929,900	- -	
TOTALS			$ 22,259,800	$ 3,796,800	$18,463,000		$10,

1/ Data for 1966 assumes that the bridge will open for traffic on August 1st. The 30-year payout period will end A

2/ Includes insurance premiums on bridge, $50,000, annually.

TABLE

UES, AND DEBT SERVICE REQUIREMENTS, ASTORIA TOLL BRIDGE, 1966-1996

Operating 2/ Expenses	Net Revenue	Bonds Outstanding Beginning of Yr.	Interest Payments	Principal Payments	Annual Debt Requirements
$ 39,000	$ 146,900	$ 23,200,000	$ 310,800	$ 400,000	$ 710,800
94,500	408,300	22,800,000	713,800	800,000	1,513,800
95,400	420,000	22,000,000	681,800	800,000	1,481,800
99,300	428,900	21,200,000	649,800	800,000	1,449,800
100,200	441,200	20,400,000	617,800	800,000	1,417,800
101,100	454,000	19,600,000	585,800	800,000	1,385,800
105,300	468,600	18,800,000	556,800	800,000	1,356,800
106,300	476,800	18,000,000	533,800	800,000	1,333,800
107,300	490,400	17,200,000	511,600	800,000	1,311,600
111,700	500,900	16,400,000	488,800	800,000	1,288,800
112,700	515,100	15,600,000	466,000	800,000	1,266,000
113,800	529,800	14,800,000	442,400	800,000	1,242,400
118,400	541,400	14,000,000	418,400	800,000	1,218,400
119,500	556,700	13,200,000	394,200	800,000	1,194,200
120,600	572,500	12,400,000	369,800	800,000	1,169,800
125,700	584,700	11,600,000	345,000	800,000	1,145,000
126,700	601,500	10,800,000	320,000	800,000	1,120,000
127,900	618,500	10,000,000	295,000	800,000	1,095,000
133,200	631,800	9,200,000	270,000	800,000	1,070,000
134,400	649,900	8,400,000	244,400	800,000	1,044,400
135,700	668,000	7,600,000	218,800	800,000	1,018,800
141,300	682,600	6,800,000	193,000	800,000	993,000
142,600	701,800	6,000,000	167,000	800,000	967,000
144,000	721,700	5,200,000	140,600	800,000	940,600
149,800	737,400	4,400,000	114,200	800,000	914,200
152,400	757,100	3,600,000	87,600	800,000	887,600
153,900	778,200	2,800,000	60,800	800,000	860,800
160,200	795,200	2,000,000	34,000	800,000	834,000
161,700	817,600	1,200,000	7,200	800,000	807,200
163,200	840,600	400,000	200	400,000	400,200
99,000	929,900	- -	- -	- -	- -
$ 3,796,800	$18,463,000		$10,239,400	$ 23,200,000	$ 33,439,400

REVISED COPY

or traffic on August 1st. The 30-year payout period will end August 1, 1996.
, annually.

RECEIVED
MAR 17 1966

FOR FILING
F-003-1 (16)
6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1966

RECEIVED
MAR 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Fishing From Astoria Bridge

To:

Mr. Tom Edwards
Assistant State Highway Engineer

Building

Immediately following the opening of the Astoria Bridge across the Columbia River, the fishermen who do not own boats will immediately discover that the Desdemona Sands portion of the structure is low enough to allow fishing the Washington channel.

I therefore recommend that the Commission be presented with a proposal to prevent fishing from the structure and to post the structure EMERGENCY PARKING ONLY.

E. S. Hunter
Maintenance Engineer

ESH:je

cc: R. D. Asburry

Copy to Hunter 3-16-66
Ed. — let's wait & see — We do prohibit pedestrians which may suffice

NOTED
TOM EDWARDS

RECEIVED
FEB 25 1966
FOR FILING
F-003-1 (16)
6268

February 25, 1966

4402

Mr. Richard Harmon
Wahkiakum County Sheriff
County Courthouse
Cathlamet, Washington

Dear Sir:

This is in reference to your letter of February 15 requesting information concerning the expected traffic volumes on the Astoria-Megler Bridge and US830 in the State of Washington.

The present ADT on the Astoria-Megler Ferry is approximately 425 vehicles. It is anticipated that the first full year the Astoria-Megler Bridge is opened to traffic (1967), it will have an average daily traffic of approximately 700 vehicles. It is estimated that this traffic volume will increase to an average of 975 vehicles in 1980.

We have no data available concerning the existing and expected traffic on US830. It would be our recommendation that you contact the Washington State Highway Department concerning the traffic volumes on this route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

RLSc:mp jwa

SHERIFF

Office of

Wahkiakum County Sheriff

Cathlamet, Washington

RICHARD HARMON, [redacted] Sheriff

REFERRED TO
BY SECRETARY

February 15,1966

State Highway Department
Salem
Oregon

Re: Astoria-Megler Bridge

Dear Sirs:

With reference to the above mentioned could you tell us if a traffic increase across the bridge is expected and on what average increase?

Does your department estimate an increase of traffic along Washington State Highway 830?

Thank you for information on the above. With kind regards, I am,

Yours truly,

Richard Harmon, Sheriff

RH/kc

RECEIVED
FEB 18 1966
TRAFFIC ENGINEERING

RECEIVED
FEB 16 1966
OREGON
STATE HIGHWAY COMMISSION

FORM 6123X 50M 2-65

RECEIVED
FEB 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID E. SIMPSON, MEMBER
Portland

F 4.3-1(4)

6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1966

United States Steel Corporation
309 S. W. Sixth Avenue
Portland 4, Oregon

Gentlemen:

Columbia River Bridge at Astoria
Bridge No. 7949
Contract No. 6268

Arrangements have been made to provide access to the south end of your Columbia River Bridge superstructure project through the approach project currently being constructed by Pacific Concrete Company.

The access to be provided is to accommodate the delivery of materials and equipment necessary for the orderly progress of the work and is not intended for the delivery of small loads, passenger cars, pickup access or pedestrian access. It is assumed that the elevator presently installed at Pier 171 will serve this purpose of pedestrian access.

The U. S. Steel Corporation must agree to assume responsibility for any damage resulting from the use of the access provided through Pacific Concrete Company's approach contract. The Oregon State Highway Department engineering staff will be the judge of the extent of damage and corrective measures necessary.

As in most construction projects there will be minor debris--nails, snap tie ends, etc., throughout the approach project. No special effort will be made to clear these materials from the path of hauling materials. Any clearing of this minor debris necessary will be performed by the U. S. Steel Corporation, its subcontractors or its suppliers at no expense to Pacific Concrete Company or the Oregon State Highway Department.

The U. S. Steel Corporation will hold the Oregon State Highway Department and the Pacific Concrete Company harmless from responsibility for damage to equipment or materials damaged as a result of the use of the access provided.

NOTED
ITEM COMMISSION

Prior to the use of the above-mentioned access by the U. S. Steel Corporation or its subcontractors it will be necessary to have your acceptance of the conditions stated herein. Please indicate your acceptance by signing one of the enclosed copies and returning the same to the Oregon State Highway Department, Salem, Oregon.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM-AAR:mm
Encl.

cc: Mr. Tom Edwards
Mr. George Rohde
Mr. Ray Asburry
Mr. Robert W. Ellison

RECEIVED
FEB 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 1966

FOR FILING
F-003-1 (16)
1-68

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

G1-M.

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge - Waterla-Steel Superstructure Date February 7, 1966

Highway U.S. 101 Contract No. 5268

County Clatsop Prefix S-1905

Contractor American Bridge Div., U.S. Steel Corporation F. A. Project No. F-003-1 (16)

Address 209 S.W. 6th. Ave., Portland 4, Oregon Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Install fog horn control circuits.

Locations by station numbers:

Pier 169-Sta. 293+33
Pier 170-Sta. 305+65

Names of pay items, estimated quantities and agreed prices:

Install fogHorn circuits--Lump sum--------$497.39

Specifications, basis of measurement and other provisions: The above price shall include all labor, materials, equipment rentals, and other costs incidental to the installation of the fogHorn control circuit as shown on the Jaggar-Stouffe drawing #7 w/changes dated 6-15-65 and shall be full compensation to the contractor for said work. The above work shall be done in accord with the specifications for this project as they may apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$11,387,194.75
Present estimate of project cost, including $497.39 for work under this order	$11,387,194.75
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted Wilbur Bollinger Asst Proj Br Eng
by
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Signed American Bridge Division United States Steel Corporation
Contractor

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
JAN 27 1966
FORM E-30X—30M—1-66 SP°19102-734

FOR FILING
F. 01.3-1 (12)
6268

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1966

To: Mr. R. N. Bothman
Sign Engineer
Department

SUBJECT: Fog Horn Installation
Interstate Bridge
Astoria

It is anticipated that all of the material for the State-owned and controlled fog horns to be installed on Piers 169 and 170 of the subject bridge will be delivered about the middle of February. As soon as these materials are delivered, will you please see that they are installed at the proper locations and plans made for a temporary hookup where they can be operated by State employees on a temporary basis until the bridge is completed, at which time a permanent connection can be made. The temporary connection turning their control over to State employees should not be finalized until proper insurance is obtained, of which notice will be given to you.

R. D. Asburry
Division Engineer

RDA:am
cc Tom Edwards
Ivan Merchant
E. S. Hunter
R. W. Ellison

P.S. - January 27, 1966

Judson informs me he can make temporary hookup with materials on hand. Asked him if he would not proceed immediately to make this hookup, giving Ellison the estimated cost of such so Ellison can prepare a State Force Order covering this work.

NOTED
TOM EDWARDS

R.D.A.

RECEIVED
FEB 3 1966

FORM E-208 — 8-60 — 1966 — SP 6230-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria
January 25, 1966

To: Mr. I.D. Marchant
Bridge Engineer
State Highway Building
Salem, Oregon

SUBJECT: Columbia River Bridge @ Astoria
Steel Superstructure
Contract no. 6268
Bridge no. 7949
Proposed high production Deck placement schedule.

As per Mr. Edwards request, I enclose four copies of a three page proposed high production deck placement schedule, as made out in this office and in accord with Mr. Edward's requirements, which include using only 700 feet of monorail system for placing concrete and occupancy of the concrete at an age of seven days.

The quantity of concrete placed on each pour day is approximately the same as our past experience on this job, (approximately 125 cu. yd. deck per pour day, and approximately 40 cu. yd. curb and rail per pour day). The deviation from this past experience would be acceleration to some type of pour almost every day. This schedule calls for a deck pour almost every other work day, and a curb and handrail pour on alternate days, except for the main span where deck pours occour every other day (working from both ends), and curb and handrail pours are not commenced until one week after completion of the deck. This will allow use of concrete mixer trucks on the deck to pour the curb and rail. This schedule would require more manpower on the job, and would result in pouring more than the 1000 cu. yd. of concrete per month which is the rate the contractor now hopes to attain. The quantity of concrete poured per month under this schedule is as follows:

February 1966	----	1240 cu. yd.
March	----	1700 cu. yd.
April	----	1220 cu. yd.
May	----	1040 cu. yd.
June	----	440 cu. yd.

A comparison with the contractors present schedule follows:

1.) Complete deck thru span 19 and spans 160 thru 163.
   a) Contractors schedule March 31, 1966.
   b) This schedule March 9, 1966
   c) Time differential 22 calender days.

NOTED
FOR REMARKS

2.) Complete deck span 164 thru 167 and 171.
   a) Contractors schedule May 31, 1966
   b) This schedule April 8, 1966
   c) Time saved 53 calender days.

3.) Complete deck in main span (final section of deck).
   a) Contractors schedule August 31, 1966
   b) This schedule May 20, 1966
   c) Time differential 102 calender days.

4.) Completion of last handrail pour.
   a) Contractors schedule September 30, 1966
   b) This schedule June 30, 1966
   c) Time differential 90 calender days.

This schedule requires the use of more man power, tight scheduling, careful planning and good weather from this date to completion of the project.

K. W. Ellison

R.W. Ellison
Project Bridge Engineer

RWE:rgs
cc:
A.A. Rear w/encl.
R.D. Asburry w/encl.

RECEIVED
CONSTRUCTION
BRIDGE
JUN
7 8 9 10 11 12 1 2 3 4 5 6 7 8 PM

RECEIVED
JAN 13 1966
FOREIGN

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-003-1 (16)
6.214

Gen. Files

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 12, 1966

American Bridge Division
U. S. Steel Corporation
Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Mr. Walter Grosz

Gentlemen:

Columbia River Bridge at Astoria
Contract No. 6268
Bridge No. 7949
Fog Horn Operation

This is to confirm our verbal understanding governing the operations of your fog horn on Pier 169.

1. American Bridge Division to place necessary wire and make phone hook ups.

2. American Bridge Division to operate horn:

   a. From American Bridge Division's office when office is open.

   b. From bridge tender's house on new Youngs Bay Bridge when American Bridge Division office is not open.

3. All of the above is to be on a force account basis.

Please contact Mr. Ellison for any further details necessary in order to expedite the above method of fog horn operation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Asst. State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. D. Asburry
R. W. Ellison

IDM

RECEIVED
JAN 13 1966

FOR FILING
F-003-1 (16)
6268

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
January 10, 1966

SUBJECT: Columbia River Bridge @ Astoria
Steel Super Structure
Contract no. 7949
Bridge no. 6268
Fog Horn Operation

To: Mr. Tom Edwards
Asst. State Highway Engr.
State Highway Building
Salem, Oregon

In accord with your telephone instructions of this date I have sent the enclosed leter, relative to the operation of temporary fog horns, to the prime contractor on this subject project

R. W. Ellison
Proj. Br. Engr.

RWE:rgs
cc: I.D. Merchant
A.A. Rear
R.D. ASburry

RECEIVED
JAN 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JAN 11 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-128X 80M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
[redacted]310
Astoria, Oregon
January 10, 1966

American Bridge Division
U.S. Steel Corporation
Astoria, Oregon

Attention: Mr. J.C. Mc. Murry
General Superintendent

SUBJECT: Columbia River Bridge@ Astoria
Steel Superstructure
Contract no. 6268
Bridge no. 7949
Fog Horn Operation

Dear Mr. Mc Murry:

The temporary fog horn you have installed on pier 169 of the subject project, at the request of the U.S. Coast Guard, has become a public nuisance because of its continual operation.

You are hereby instructed to turn this fog horn off at any time that its operation is not required by Coast Guard regulations.

Very truly yours,

R. W. Ellison

R. W. Ellison
Project Bridge Engr.

RWEsrgs
cc:
Tom Edwards
I.D. Merchant
A.A. Rear
R.D. Asburry
W.J. Gross

RECEIVED
JAN 7 - 1966
FOR FILING
6268

January 6, 1966

Mr. Walter J. Grosz
District Contracting Manager
American Bridge Division of
United States Steel Corporation
506 S. W. Sixth Avenue
Portland, Oregon 97204

Re: Use of Ferry Ramps
at Astoria

Dear Mr. Grosz:

Permission to use the ferry ramps to load construction materials and equipment on barges operated by your subcontractor, Lewis Elterich and Del Guzzi, Inc., is granted subject to the following:

1. There shall be a minimum interruption in the ferry operation by this permission.

2. Contractor will be held responsible for any damage resulting from this use.

3. Loads on the ramps will be limited to 27 tons gross.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
R. D. Asburry
R. M. Smith
R. W. Ellison

cc Louis Elterich Co.
and Del Guzzi, Inc.
P. O. Box 128
Long Beach, Washington

Mr. J. C. McMurray, Superintendent
American Bridge Division
10 Columbia Avenue
Astoria, Oregon 97103

AAR:jf/TE:jwa

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

January 4, 1966

Mr. A. A. Rear
Assistant Bridge Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Subject: ABD Order V-8562-70, Contract No. 6268
Columbia River Bridge at Astoria, Oregon

Dear Mr. Rear:

In accordance with our telephone conversation of yesterday and in order to expedite a request from our subcontractor, Louis Elterich Co. & Del Guzzi, Inc., we are writing direct to you with a copy to Mr. Ellison's office. We are enclosing copy of this subcontractor's request dated December 23, 1965, asking for permission to use ferry ramps.

We assume that you will grant this permission and also advise us if there are any stipulations which must be followed for use of these ramps.

Very truly yours,

District Contracting Manager

WJG:ln
Enc.
cc: Messrs. R. W. Ellison
J. C. McMurray
Louis Elterich Co. & Del Guzzi, Inc.
Long Beach, Washington

Approved 1/6/66
Asst. State Hwy. Engr.

Stipulations in letter attached

Phone 777-8485

P.O.BOX 128
Long Beach,Wash.

December 23,1965

Mr.J.C. McMurray,Superintendent
American Bridge Div.,U.S. Steel Corp.
10 Columbia Avenue
Astoria, Oregon 97103

Dear Sir :

Louis Elterich Co. & Del Gussi,Inc. desire that permission be obtained from the State of Oregon to use the ferry ramps of the Astoria Megler Ferry for the purpose of loading barges.

We anticipate this use to take place between January 10,1966 and January 17,1966.

If granted permission to use the ramps,we will arrange our work to cause no interruption to the ferry schedule and any damage would be covered under Elterich Co. & Del Gussi,Inc. insurance policies.

Very Truly Yours,

T.R.Hart,Superintendent

THH/vbs

cc: L.Elterich
J.Del Gussi

RECEIVED
DEC 29 1965
AMER... ...
PORTLAND, OREGON

F-003-1(16) Astoria Br. Steel Superstructure, Columbia River Br. 1963

#6268 Folder # 7

F 2423
C1A 2474.

RECEIVED
DEC 27 1965
FOR FILING
F-003-1 (16)
6268

December 22, 1965

Mr. Walter J. Gross
American Bridge Division
U.S. Steel Corporation
1102 Wilcox Building
Portland, Oregon

Re: Contract 6268

Dear Mr. Gross:

I have for some time been concerned with the progress of the placing of deck on the Astoria Bridge. Mr. Bear has given me some notes of the problems being encountered and it appears that progress is being made in working them out.

I wish to call your attention to the anxious scrutiny being given to progress of this project by everyone, but most importantly by the people of Astoria. Even though their impatience may be unwarranted, they will become extremely vocal as time progresses.

As discussed with you by phone this date, I would appreciate anything that can be done to progress the deck pouring schedule in a good, workmanlike manner. By the same token, I wish to assure you that we stand ready to lend all assistance necessary and to work with you to the end that a harmonious, economical operation results.

Best regards for the Christmas season.

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

RECEIVED
DEC 29 1965

Form A 6e(2-58)

FOR FILING -

F-003 1(16)

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

G1-N

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Columbia River Bridge at Astoria ..... Date 10 December 1965, 19.....

Highway US 101 Oregon Coast ..... Contract No. 6260

County Clatsop ..... Prefix I-205

Contractor American Bridge Division, U.S.Steel Corp. ..... F. A. Project No. U-P-003-1(16)

Address 10 Columbia Street, Astoria, Oregon ..... Price Agreement No. 2 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Install Pull box to facilitate pulling wire from service to first junction box in span 5. This pull box was neglected on Approach contract.

Locations by station numbers:

Station 116+65

Names of pay items, estimated quantities and agreed prices:

1.	08 Yd 130926	35.90
2.	2" Drilled holes	4.80
2.	Byers #1 1/2 Hubs	3.12
2.	1½" conduit ells	2.60
2.	1½" conduit couplings	0.79
6.	2 ours labor and Travel Exp.	50.00
	Subtotal	97.41
	Allowable 15%	14.31

Specifications, basis of measurement and other provisions: $109.72 Total Agreed Price

The agreed price shall be full compensation to the contractor for all cost incurred in connection with the above described work. Work shall be done and payment made in accordance with the articles of Standard Specifications for highway bridge construction, dated May 1, 1964 and the special provisions where they may apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 11,387,194.75	
Present estimate of project cost, including $ 109.72 for work under this order	$ 11,387,194.75	
Expected under-run / over-run (amount)	$ - 0 -	
Expected under-run / over-run (per cent)	0%	

Submitted by: R.W. Ellis
E. W. Ellis, Project Resident Bridge Engineer

Signed American Bridge Division
Contractor
By J.C. Ray

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
NOV 12 1965
FOR FILING

FORM B-502—500—7-64 SP 52250-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria
Nov. 6, 1965

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

To: Mr. Tom Edwards
Asst. Highway Engr.
Salem

SUBJECT: Columbia River Bridge at Astoria
Steel Superstructure
Bridge no. 7949
Contract 6268
Concrete deck schedule

Pursuant to your telephone request I contacted Mr. Dick Hart, Project Superintendant for Elterich-Lei Guzzi (subcontractor on deck construction for American Bridge), relative to acceleration of the present work schedule and found that some acceleration is possible but the cost is rather high.

The present schedule assumes commencement of deck pouring on Nov. 8, in span 5, and continuation of concrete pours progressing toward Oregon at the rate of 1,000 cubic yards per month. Allowing one month down time for bad weather this would complete the north spans (piers 5 thru 20) about the middle of April, 1966. Operations would then switch to spans 160 thru 167 with concrete being supplied from the batch plant on the Washington shore by ready-mix trucks. During this time span 171 would be poured with concrete being supplied from a plant is Astoria via the then completed Oregon Approach spans. The main spans would then be poured from both ends in specified sequence. Pouring of these south spans is estimated at four months thus making the final pour about the middle of August, 1966.

Acceleration of this schedule could be accomplished by working saturdays. Every five saturdays would be equivalent to one work week, thus working saturdays could cut six weeks from the above schedule and allow completion of the concrete pours about the end of June, 1966. This would entail no extra equipment but would increase the contractors labor costs by about 17% due to the double time on saturdays. A possible time and one-half agreement with the union would decrease this to 9%.

Acceleration could also be accomplished by constructing deck at both the north and south ends of the north spans as well as at the north end of the south spans all at the same time. This would entail mobilizing an over the water concrete delivery system from Astoria to supplement the delivery of concrete from the Washington shore batch plant. Additional deck forms and concrete placing equipment would also be required. It appears that the extra cost for this type acceleration would be substantial and the contractor believes that the time saved (allowing for mobilization) would be only 1½ to 2 months. Thus completion of concrete pouring would be the middle or end of June, 1966, or approximately the same time as if acceleration were accomplished by working saturdays.

cc: I.D. Merchant
A.A. Rear
R.D. Asburry

NOTED
R. L. PORTER

R. W. Ellison
Project Bridge Engineer

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STATE HIGHWAY COMMISSION

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FOR FILING
F 003-1(16)
6264

Salem, Oregon
September 20, 1965

Mr. Ivan Merchant
Bridge Engineer

I am in receipt of the stress calculations on the Astoria Bridge as compared to the deck stresses for steel and concrete on the Shady and Wilsonville Bridges.

After analysis of these stresses, please be advised that the steel placing shall be as follows at Astoria:

1. Main spans - No. 5 bars at 4 1/4 inch spacing.

2. Through and deck truss spans - No. 6 bars at 5 1/2 inch spacing.

3. Plate girders - No. 5 bars at 4 inch spacing.

Please make the necessary design changes.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter

BRIDGE	STRINGER SPACING	SLAB THICKNESS	STEEL SPACING	ALLOWABLE STRESSES f'_c	f_c	f_s	ACTUAL STRESSES Concrete	steel	Loading
ASTORIA (Main Spans)	6-4½	6"	#5@5"	3.5KSI	1.4 KSI	20 KSI	1.42KSI	21 KSI	H20
			#5@4½"	3.5 KSI	1.4	20	1.35	18.6	← Dwgs revised
ASTORIA (Thru & Deck Trusses)	8'-4"	6½	#6@6"	3.5	1.4	20	1.35	19.1	H20
Astoria (Plate Girders)	8'-4"	6½	#5@4¼"	3.5	1.4	20	1.35	19.1	H20
SHADY #7713A	5'-7"	6"	#5@5½"	3.3	1.32	20	1.28	19.6	H20
WILSONVILLE #2254	8-9" 8-6 8-9	6"	#5@5"	3.3	1.32	20	1.32 1.78	19.2 26.0	← H15 ← H20

SUMMARY OF DECK SLAB STRESSES.

Form 25-138—20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Bridge .....
Calculations by .....
Date 9-16-65
Sheet .....
County .....
Bridge No. .....

Form E-138-20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Bridge ..... Sheet .....

Calculations by ..... County .....

Date 9-16-65 Bridge No. .....

BRIDGE	STRINGER SPACING	SLAB THICKNESS	STEEL SPACING	ALLOWABLE STRESSES f'_c	f_c	f_s	ACTUAL STRESSES Concrete	steel	Loading
ASTORIA (Main Spans)	6-4½	6"	#5@5"	3.5KSI	1.4 KSI	20 KSI	1.42KSI	21 KSI	H20
			#5@4½"	3.5 KSI	1.4	20	1.35	18.6	
ASTORIA (Thru & Deck Trusses)	8'-4"	6½	#6@6"	3.5	1.4	20	1.35	19.1	H20
Astoria (Plate Girders)	8'-4"	6½	#5@4¼"	3.5	1.4	20	1.35	19.1	H20
SHADY #7713A	5'-7"	6"	#5@5½"	3.3	1.32	20	1.28	19.6	H20
WILSONVILLE #2254	8-9" 8-6 8-9	6"	#5@5"	3.3	1.32	20	1.32	19.2	← H15
							1.78	26.0	← H20

SUMMARY OF DECK SLAB STRESSES.

3500 psi Conc.

Bridge Astoria

Computed by JA Date 9-3-65

Deck Slab. (Main Spans) #5@5"

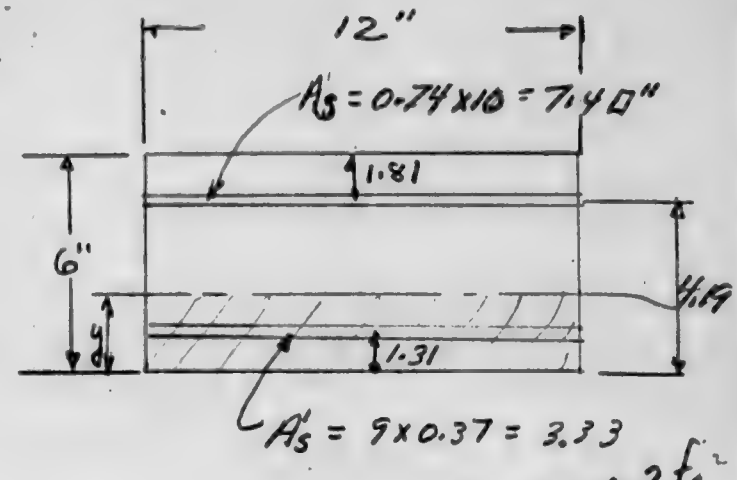
$12y(\frac{y}{2}) + 3.33(y-1.31) = 7.4(4.19-y)$

$6y^2 + 3.33y - 4.35 = 31 - 7.4y$

$6y^2 + 10.73y - 35.35 = 0$

$y^2 + 1.79y - 5.9 = 0$ (5.18)

$y = \frac{-1.79 \pm \sqrt{3.2 + 23.6}}{2} = 1.7"$

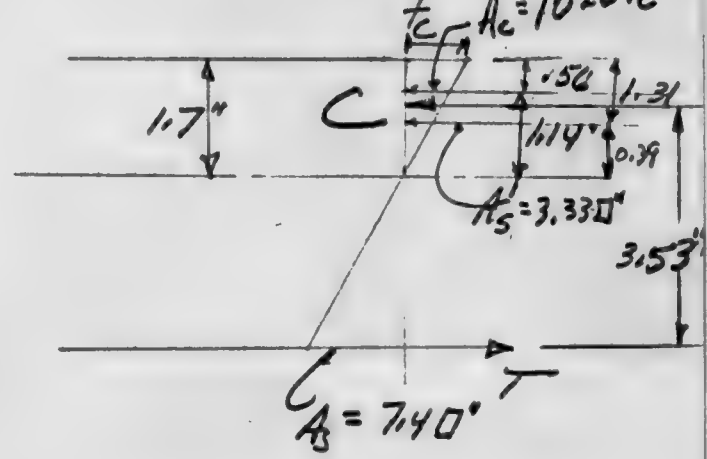


$1.14 \times 10.2 f_c = 11.6 f_c$

$0.39 \times 0.76 f_c = 0.3 f_c$

$10.96 f_c \quad 11.9 f_c$

$y = 1.04"$



$T = C = \frac{4570 \times 12}{3.53} = 15{,}500$ lb

$A_c = 20.4 \times \frac{1}{2} = 10.2 f_c$

$A_s' = 3.33 \times \frac{0.35}{1.7} f_c = 0.76 f_c$

$f_c = 15500 \div 10.96 = 1420$ psi. 1400 allow.

$f_s = 15500 \div 0.74 = 21{,}000$ psi. 20,000 allow.

3500 psi conc.

Astoria

JA 9-3-65

Dock SLAB: (Main Spans)

#5 @ 4½"

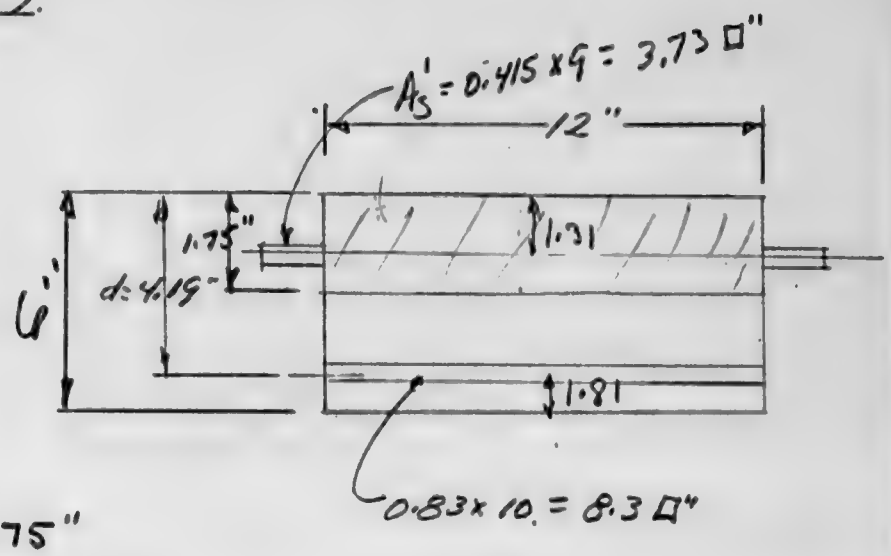
$6y^2 + 3.73(y - 1.31) = 8.3(4.19 - y)$

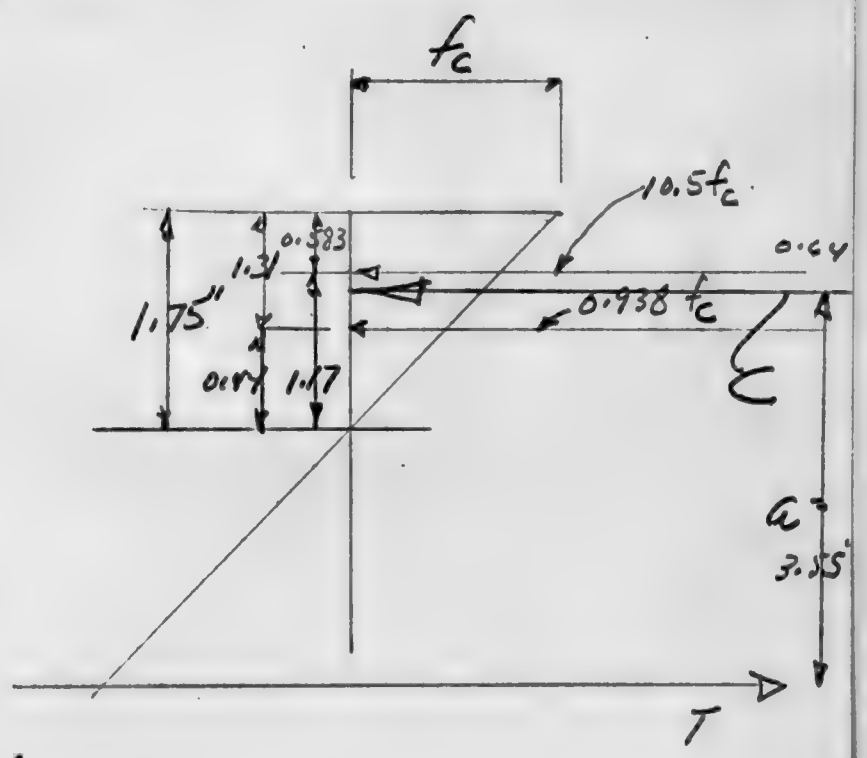
$6y^2 + 3.73y - 4.88 = 34.7 - 8.3y$

$6y^2 + 12.03y - 39.58 = 0$

$y^2 + 2y - 6.6 = 0$

$y = \frac{-2 \pm \sqrt{4 + 26.4}}{2} = \frac{3.5}{2} = 1.75''$





$1.17 \times 10.5 f_c = 12.3 f_c$

$0.44 \times 0.938 f_c = 0.41 f_c$

$11.438 f_c \quad 12.71 f_c$

$\therefore 1.11$

$c = 3.55''$

$C = T = \frac{4570 \times 12}{3.55} = 15,400$ lb

$T = 15,400 \div 0.83 = \underline{18,600 \text{ psi}}$

$C = 15,400 \div 11.44 = \underline{1350 \text{ psi}}$

$12 \times 1.75 \times \frac{1}{2} f_c = 10.5 f_c$

$\left(\frac{.44}{1.75}\right) 3.73 f_c = .938 f_c$

Form S-136 - 20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

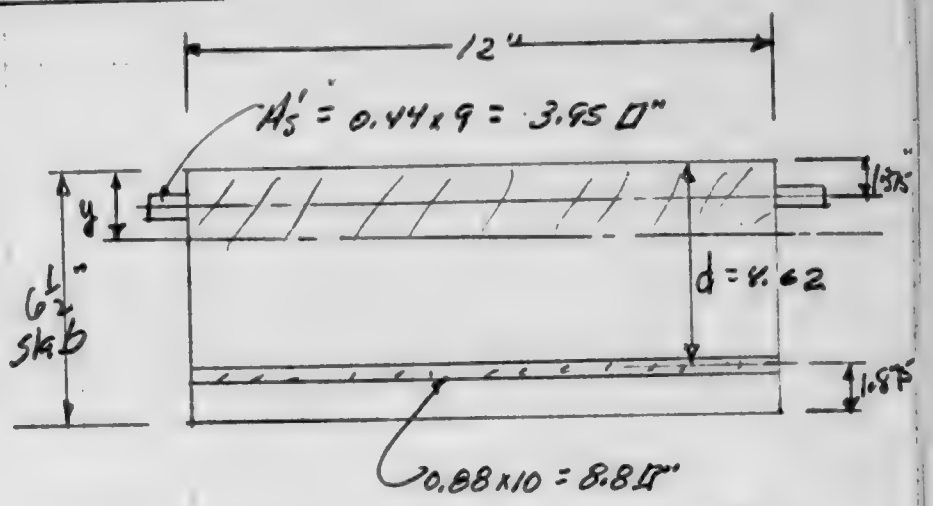
Sheet .....

Bridge ..... Astoria ..... County .....

Calculations by ..... JA ..... Date ..... 9-14-65 ..... Bridge No. ..... 7949 .....

Deck SLAB (Thru & Deck Trusses)

C.G. $f'_c = 3500$ psi $n = 10$



$12y(\frac{y}{2}) + 3.95(y-1.38) = 8.8(4.62-y)$

$6y^2 + 3.95y - 5.45 = 40.6 - 8.8y$

$6y^2 + 12.75y - 46.05 = 0$

$y^2 + 2.13y - 7.7 = 0$ (5.13)

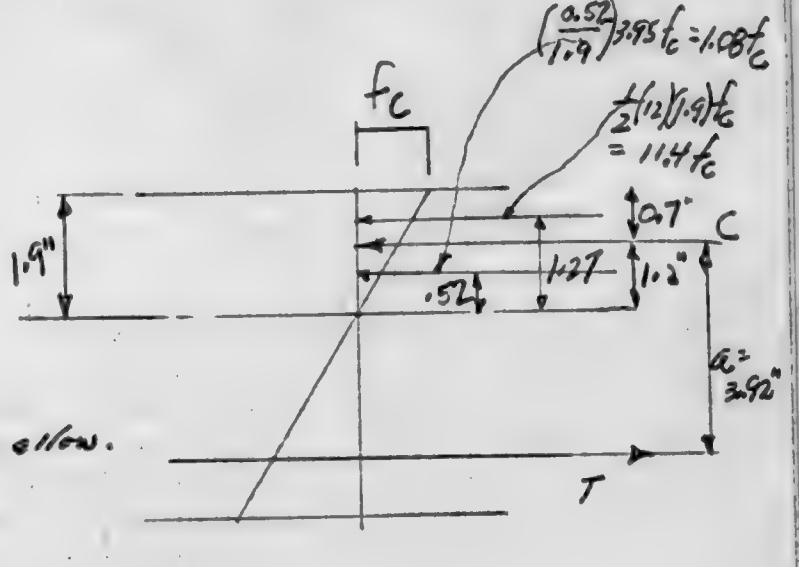
$y = \frac{-2.13 \pm \sqrt{4.54 + 30.7}}{2} = \underline{1.9"}$

$M_{total} = 5490$ ft-lb

$C = T = 5490 \div 3.92 = 1400 \times 12 = 16{,}800$ lb

$f_{Steel} = 16{,}800 \div 0.88 = \underline{19{,}100 \text{ psi}}$.

$f_{concr.} = 16{,}800 \div 12.48 = \underline{1350 \text{ psi}} < 1400$ allow.



$1.08 f_c \times 0.52 = 0.56 f_c$
$11.4 f_c \times 1.27 = 14.5 f_c$
$12.48 f_c \quad\quad 15.06 f_c$

Form E-136 -20M

Oregon State Highway Departme
BRIDGE DESIGN SECTION

Sheet 1

Bridge Shady (Deck Truss) County

Calculations by JA Date 5-15-65 Bridge No.

Deck Slab:

$S = (5-7") - 4" = 5'-3"$

#5 @ 5 1/2"

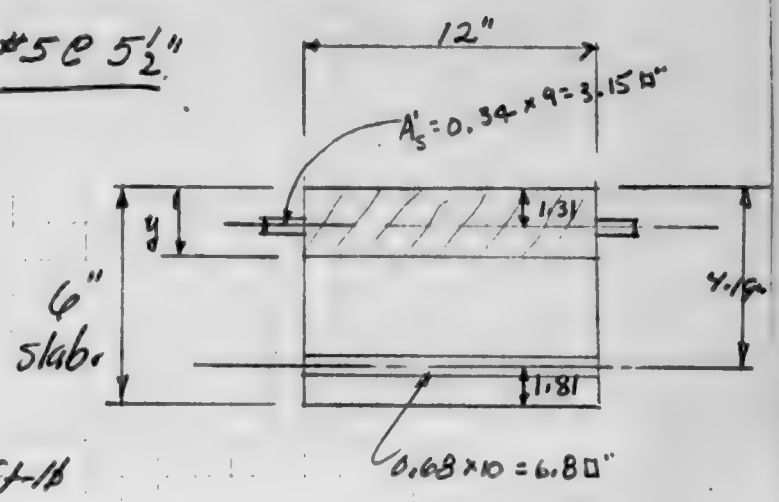
$DLM = \frac{80 \times 5.25^2}{10} = 221$ ft-lb

$M_L = \frac{5.25+2}{32}(16) = 3630$ ft-lb

$M_{L+I} = 3630 \times 1.3 = 4720$

for continuity $0.8 \times 4720 = 3780$ ft-lb

Total $M = 221 + 3780 = 4001$ ft-lb



$12y(\frac{y}{2}) + 3.15(y-1.31) = 6.8(4.14-y)$

$6y^2 + 3.15y - 4.14 = 28.4 - 6.8y$

$6y^2 + 9.95y - 32.54 = 0$

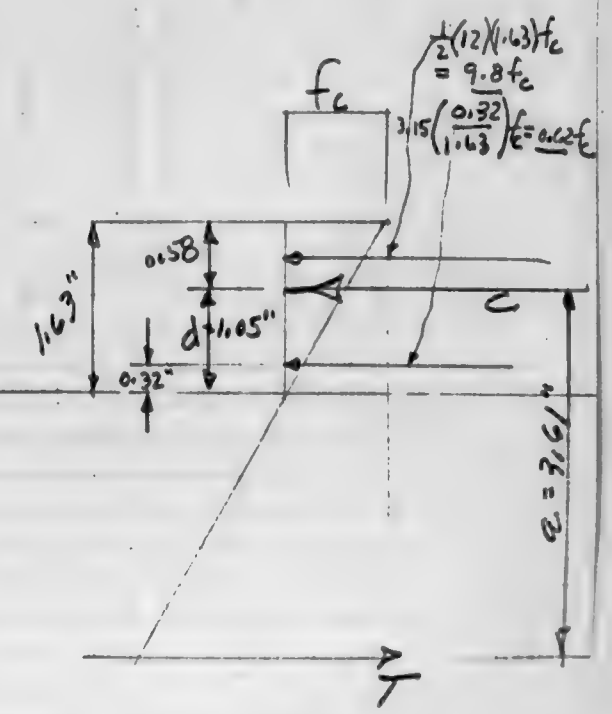
$y^2 + 1.66y - 5.4 = 0$ (4.92)

$y = \frac{-1.66 \pm \sqrt{2.76+21.6}}{2} = 1.63"$

$C : T = 4000 \div 321 = 1110 \times 12 = 13{,}300$ lb

$f_{steel} = 13{,}300 \div 0.68 = 19{,}600$ psi

$f_{concr} = 13{,}300 \div 1042 = 1280$ psi



$9.8f_c \times 1.09 = 10.7f_c$

$0.62f_c \times 0.32 = 0.198f_c$

$10.42f_c \quad 10.898f_c$

$d = 1.05"$

Form E-136 20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet .. 1 ..

Bridge .... Wilsonville ..... County .....

Calculations by .... HA ..... Date .... 8-15-65 ..... Bridge No. .....

Deck Slab:

Dead Load

Sidewalk Slab:

$0.1538 \times 2.83 \times 150 = 153$ #/ft.

Curb:

$0.5 \times 1 \times 150 = 75$

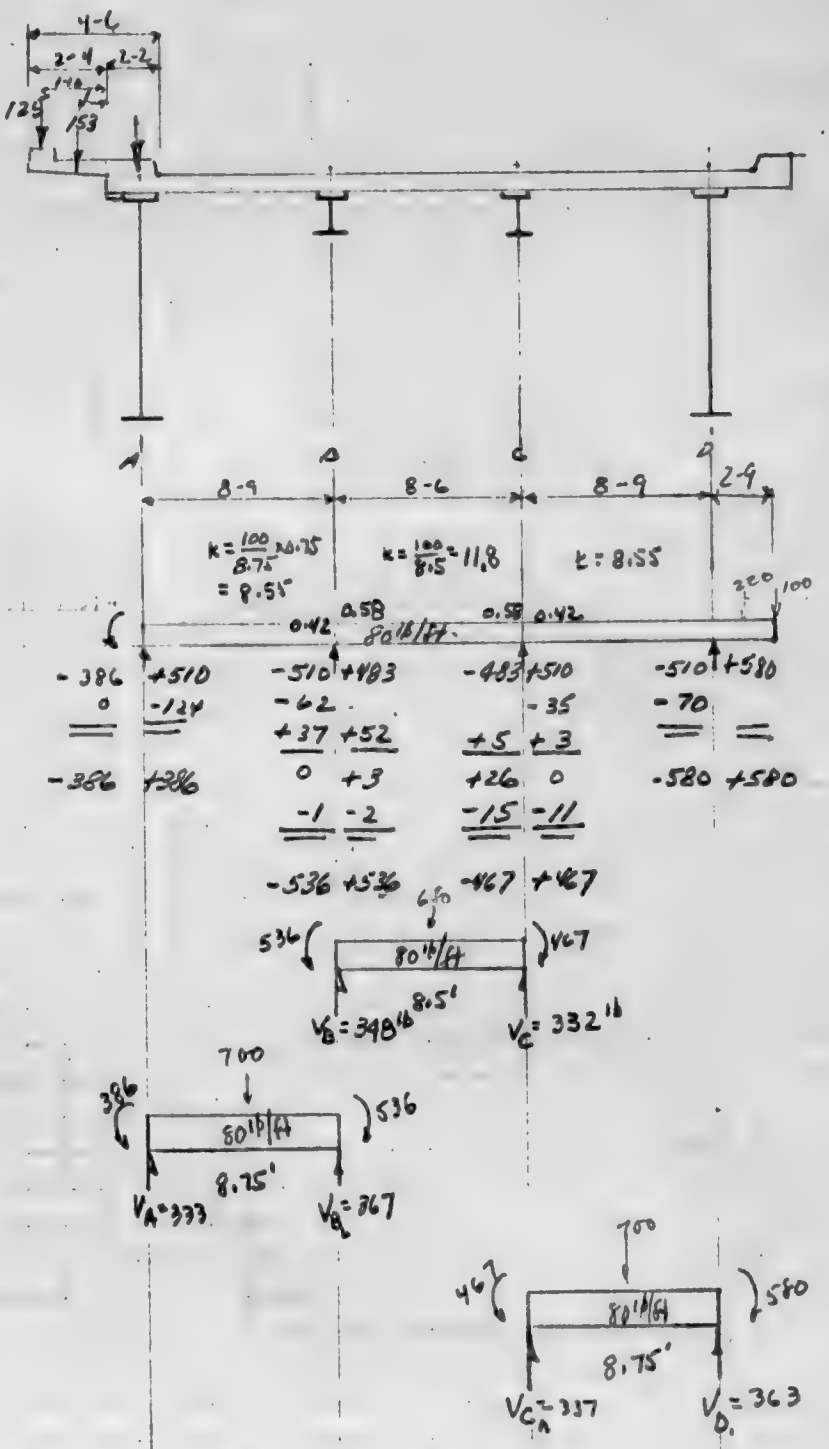
Rail: = 30

"M" due to rail & walk.

$1.4 \times 278 = 386$ ft-#

$FEM_{AB} = \frac{(80)(8.75)^2}{12} = 510$ ft-#

$FEM_{BC} = \frac{(80)(8.5)^2}{12} = 483$



$8.5 V_B + 467 = 536 + 680 \times 4.25$ (2890)

$V_B = 348$ # $V_C = 332$ #

$+M_{BC} = 760 - 536 = \underline{224}$ ft-#

$8.75 V_A + 536 = 386 + 3060$

$V_A = 333$ # $V_B = 367$ #

$+M_{AB} = 690 - 386 = \underline{304}$ ft-#

$8.75 V_C + 580 = 467 + 3060$

$V_C = 337$ # $V_D = 363$ #

$+M_{CD} = 712 - 467 = \underline{245}$ ft-#

Use Max $-M_B = \underline{536}$ ft-# for Slab.

Form S-136-20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

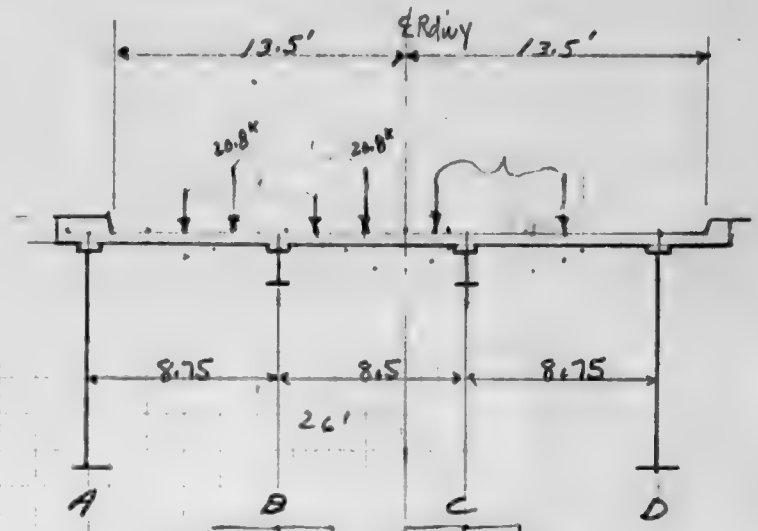
Sheet 2

Bridge ..... Wilsonville ..... County .....

Calculations by ..... Date ..... 9-15-65 ..... Bridge No. ...

Deck Slab:

Live Loading:



① $FEM_{BA} = \frac{20.8 \times 2.75 \times 6}{2(8.75)^2}(2.75+8.75) = 25.8^{k'}$

② $FEM_{BA} = \frac{20.8 \times 5.75 \times 3}{15^2}(5.75+8.75) = 34.2$

$FEM_{BC} = \frac{20.8 \times 5.5 \times 3}{72.2} = 26.2$

$FEM_{CB} = \frac{20.8 \times 5.5 \times 3^2}{72.2} = 14.2$

③ $FEM_{CB} = \frac{20.8 \times 1.5 \times 7^2}{72.2} = 21.2$

$FEM_{CD} = \frac{20.8 \times 4.5 \times 4.25}{13^2}(4.25+8.75) = 33.9$

$FEM_{BC} = \frac{20.8 \times 1.5^2 \times 7}{72.2} = 4.55$

① 20.8 — 2.75 — 6 — 8.75 — 10.9 — $V_A = 13^k$ — $V_{B_L} = 7.8^k$

② 5 — 0.57 — 0.57

$8.75 V_A + 10.9 = 125$

$V_A = 13^k$

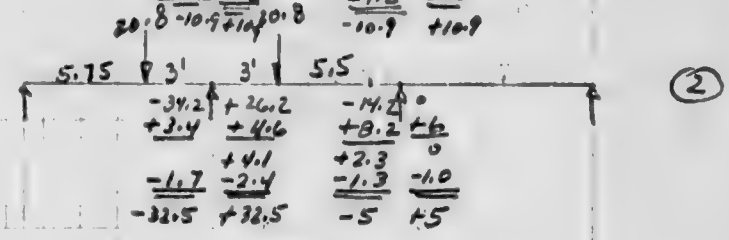
② 20.2 — 20.8 — 5.75 — 3 — 8.75 — 32.5 — $V_A = 3.5^k$ — $V_{B_L} = 17.3^k$

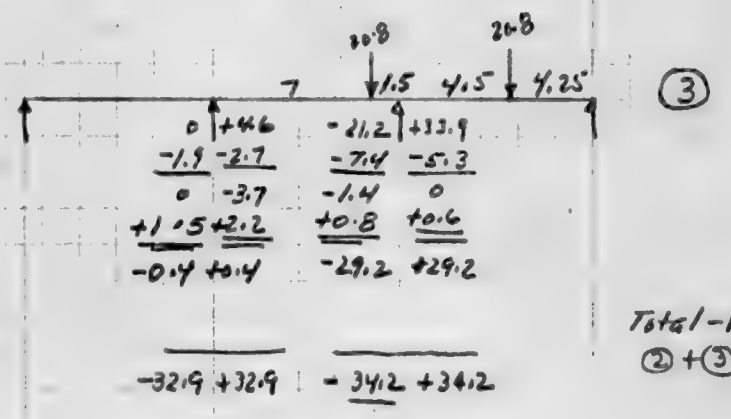
$8.75 V_A + 32.5 = 62.8$

$V_A = 3.5^k$

③ 31.5 — 20.8 — 29.2 — 4.5 — 4.25 — 8.75 — $V_{C_R} = 13.4$ — $V_D = 7.4^k$

$8.75 V_D + 29.2 = 94$





By AASHO:

use $S = 8.5'$

$M_{L+I} = \frac{8.1+2}{32}\ 20.8 = 6.8^{k'} \times 0.8 = 5.28^{k'}$

$M_{Total} = 500 + 5280 = 5780^{ft\text{-}lb} = 69,400^{in\text{-}lb}$

Form E-136-20M

Oregon State Highway Department
BRIDGE DESIGN SECTION

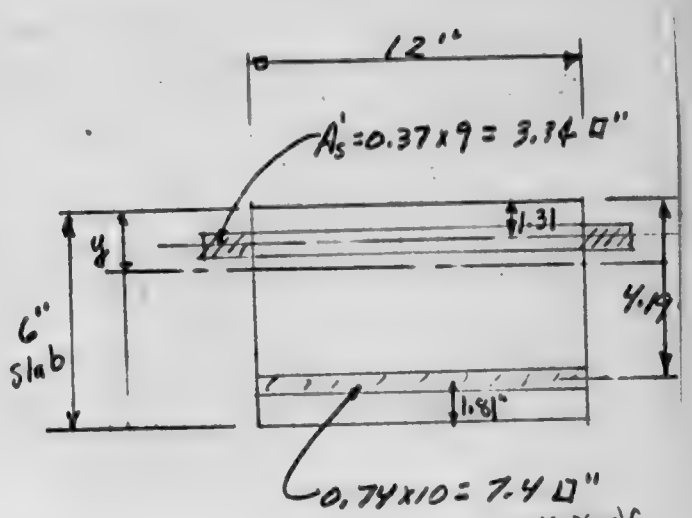
Sheet 3

Bridge Wilsonville County

Calculations by VA Date 9-15-65 Bridge No.

Deck Slab:

#5 @ 5"



C.G.

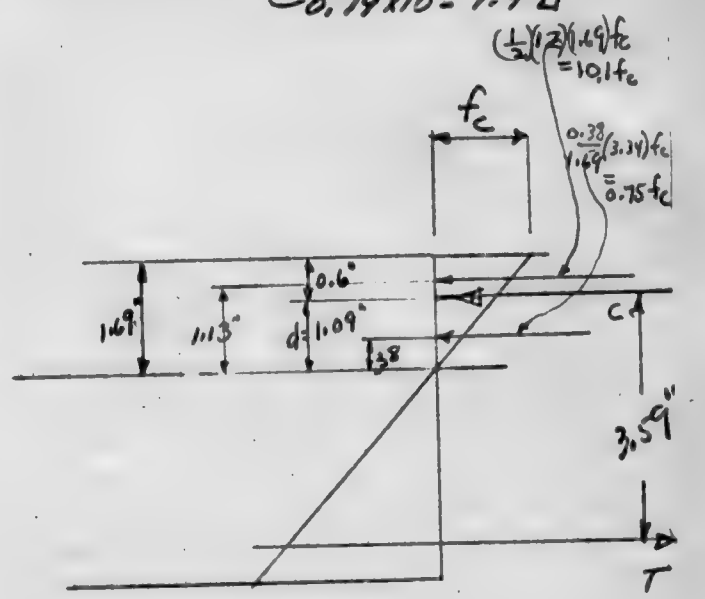
$12y(\frac{y}{2}) + 3.34(y - 1.31) = 7.4(4.19 - y)$

$6y^2 + 3.34y - 4.37 = 30.9 - 7.4y$

$6y^2 + 10.74y - 35.27 = 0$

$y^2 + 1.78y - 5.88 = 0$

$y = \frac{-1.78 \pm \sqrt{3.16 + 23.5}}{2} = 1.69"$



$C = T = 69,100 \div 3.59 = 19,300$ lb

$f_{steel} = 19,300 \div 0.74 = \underline{26,000}$ psi

$f_{concr.} = 19,300 \div 10.85 = \underline{1780}$ psi

$10.1 f_c \times 1.13 = 11.5 f_c$

$0.75 f_c \times 0.38 = 0.29 f_c$

$10.85 f_c \quad 11.79 f_c$

$d = 1.09"$

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SEP 1 - 1965
FOR FILING

F 1(6) 1 (16)

6268

September 1, 1965
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer

OFFICE

Sometime ago you asked for a short report on the Astoria Bridge costs. Following is a tabulation of that portion that is constructed with bond funds:

Preliminary Engineering	$ 327,130.05
Right of Way	151,696.04
Construction Engineering	1,976,690.99
Construction	24,773,042.39
Subtotal	$27,228,559.47
Interest Cost During Construction	3,014,100.00
Total	$30,332,659.47

This total does not contemplate any recovery from the DeLong Corporation. In my opinion, this could be anything from $2½ to $5 million if we prevail.

R. L. Porter
Deputy State Highway Engineer

RLPjma

cc Mr. Victor D. Wolfe

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AUG 19 1965
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F-003-1 (16)
6268

REFERRED TO
admin
BY SECRETARY

3264/135
3267/641
17 August 1965
Ser. o-4 (491)

Mr. J. C. McMurray
Superintendent,
American Bridge Division
U. S. Steel Corporation
10 Columbia Avenue
Astoria, Oregon

Dear Mr. McMurray:

In reference to your letter of 13 August 1965, file V 8562-70, in which you request discontinuance of Bridge Pier Lights 13 through 20, this letter is your authority to discontinue lighting on Bridge Piers 13 through 20. Advise when these lights have been removed so a Local Notice to Mariners may be issued regarding their discontinuance.

Enclosed is an approved Private Aids to Navigation Application for the establishment and maintenance of Bridge Pier 169 Light and Fog Signal (horn).

Bridge Pier 170 should also be lighted, similar to the other piers in the area. Please complete the enclosed Private Aids to Navigation Application for the lighting of Bridge Pier 170.

Sincerely yours

C. F. GAILEY, JR.
Lieutenant Commander, U. S. Coast Guard
Assistant to Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
F/CG-2554 - Pier 169 (approved)
F/CG-2554 - Pier 170

Copy to:
Base Tongue Point
→ State of Oregon H/W Comm.

NOTED
TOM EDWARDS

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Copy Mailed 8-19-65

TREASURY DEPARTMENT
U. S. COAST GUARD
CG-2554 (Rev. 3-62)

PRIVATE AIDS TO NAVIGATION APPLICATION

(See instructions on reverse of attached copy of Code of Fed. Regs., Title 33, Chap. 1, Sect. 66.)

Form approved Budget Bureau No. 48-R379

1. ACTION REQUESTED FOR PRIVATE AIDS TO NAVIGATION

A. ☐ ESTABLISH AND MAINTAIN B. ☐ DISCONTINUE C. ☐ CHANGE D. ☒ CHANGE OWNERSHIP

2 DATE ACTION TO START: August 16, 1965

3. PERIOD AIDS WILL BE OPERATED

A. ☐ THROUGHOUT YEAR

B. ☐ TEMPORARILY UNTIL December, 1965 C. ☐ ANNUALLY FROM ..... TO .....

4. NECESSITY FOR AID *(Continue in remarks)*: Bridge Construction

5 CORPS OF ENGINEERS AUTHORIZED THIS STRUCTURE OR BUOY BY ☒ PERMIT OR ☐ LETTER DATED .....

Cols. A and B for District Commander's use

Applicant will fill in applicable remaining columns

6. LIGHTS

LIGHT LIST NUMBER OR PAGE A	NAME OF AID B	CHARACTERISTICS: FLASH LENGTH C	CHARACTERISTICS: ECLIPSE LENGTH D	COLOR E	POSITION F	HEIGHT G	CANDLE-POWER H	LENS I	ILLUMINANT: VOLTS J	ILLUMINANT: AMPERES K	KEY
-	Bridge Pier 169 Light.	1.7 Sec.	1.7 Sec.	Red	Up and down Stream edges of bridge piers.						

7. BUOYS

LIGHT LIST NUMBER OR PAGE A	NAME OF AID B	NUMBER OR LETTER C	POSITION D	DEPTH OF WATER E	TYPE F	COLOR G	REFLECTOR COLOR H	KEY

8. FOG SIGNALS

LIGHT LIST NUMBER OR PAGE A	NAME OF AID B	CHARACTERISTICS: NUMBER STROKES OR BLAST C	CHARACTERISTICS: PERIOD D	CHARACTERISTICS: BLAST LENGTH E	POSITION F	TYPE G	RANGE H	KEY
-	Bridge Pier 169 Fog Signal (Horn)	1	13 sec	3 Sec	Up & Down River	Electric Horn		

9. STRUCTURES

LIGHT LIST NUMBER OR PAGE A	NAME OF AID B	NUMBER OR LETTER C	POSITION D	WATER DEPTH IF MARINE SITE E	HEIGHT ABOVE MEAN HIGH WATER F	TYPE G	COLOR H	DAYMARK: SHAPE I	DAYMARK: COLOR J	KEY
-	Bridge Pier 169 Light & Fog Signal.		Bridge Pier #169 of Astoria - Port Ellice Bridge over Columbia River		24	Concrete				

10A. NAME AND ADDRESS OF PERSON IN DIRECT CHARGE OF AID

Supt. J.C. McMurray
c/o John Day Trailer Crt.
Rt. #2
Astoria, Oregon

10B. TELEPHONE NUMBER: 325-554[illegible] ASTORIA, ORE.

11A. NAME AND ADDRESS OF PERSON OR CORPORATION AT WHOSE EXPENSE AID IS MAINTAINED

American Bridge Division, US Steel Corp.
10 Columbia Ave.
Astoria, Oregon

11B. THE APPLICANT AGREES TO SAVE THE COAST GUARD HARMLESS WITH RESPECT TO ANY CLAIM OR CLAIMS THAT MAY RESULT ARISING FROM THE ALLEGED NEGLIGENCE OF THE MAINTENANCE OR OPERATIONS OF THE APPROVED AID(S)

11C. Aug. 13, 1965

11D SIGNATURE AND TITLE OF OFFICIAL SIGNING

PREVIOUS EDITIONS ARE OBSOLETE

12. FIRST ENDORSEMENT FOR USE BY DISTRICT COMMANDER

SERIAL NO 13-47-65

B FROM: Commander Thirteenth Coast Guard District

	YES	NO
C. Approval is recommended	X	
D. Notice to Mariners will be issued		
E. Light List should be corrected		X

F. CHARTS AFFECTED: USCGS Chart 6151.

G. CLASSIFICATION OF AIDS: Class Temporary.

H. DATE: 16 August 1965

I. SIGNATURE: C.F.GAILEY, By direction

13. FOR USE BY COMMANDANT (OAN)

RECD.			RETD.			L/L		
CHART			L.N.M.			CARD IND.		
ACTION			W.N.M.			FILE		

14. SECOND ENDORSEMENT

A. TO: Commander Coast Guard District

B: FROM: Commandant (OAN)

C. Approved	
D. Approved as corrected	
E. Disapproved	

F. DATE

G. SIGNATURE: By direction

REMARKS

DATE	REFERENCE	ACTION AND REMARKS

J F M A M J J A S O N D

NAME OF AID

LIGHT LIST NO.

PAGE

RECEIVED
AUG 9 - 1965
FOR FILING

F-003-1(16)

6268

DATA ON ASTORIA BRIDGE -- Piers 168 to 171 --2464 feet long.

Between Piers 169-170 main ship channel— about 1264 feet

Pier 169 finished July 30, 1965

Erection of superstructure on Pier 169 just beginning--with U. S. Steel Corp. as contractor; this is part of $10,121,862.00 superstructure contract to U. S. Steel. for 27 spans--both on Astoria side and on north side.

South half of super structure completed over main ship channel—~~Pier~~ Pier 170. North half of channel crossing.

For this job--to use 7,678 tons of steel.
for this continuous truss span type

198 feet high over mean high water, to bottom cord

380 feet to top of truss above tower--above mean high water.

Overall length of Astoria Bridge is 4.2 miles

U. S. Steel Corporation, contractor, expects to have this steel erection job completed by Christmas.

Data from Al Rear
to HJB
August 6, 1965, called into Stan Federman
of The Oregonian.

NOTED
TOM EDWARDS

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JUL 26 1965
FOR FILING

F-003-1(16)

6268

3715

Salem, Oregon
July 23, 1965

Mr. Ivan Marchant
Bridge Engineer

Assignment No. 3715
Contract No. 6268
Columbia River Bridge (Astoria)
Steel Superstructure

No further action will be taken with the Bureau of Public Roads concerning time extensions on the Astoria Bridge.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 24, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Washington-Oregon Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure, Contract No. 6268

Mr. Edwards' June 21, 1965 letter requested reconsideration of our previous concurrence in an extension of time of only 259 days without assessment of liquidated damages on the subject project.

The penultimate paragraph of your letter supports additional time on the basis that under your interpretation of your contract Special Provisions the contractor is "entitled" to such time. As you know, we have not agreed with your interpretations of your Special Provisions for time extensions on several contracts with fixed completion dates and no provision for extension thereof should any unforeseeable cause of delay occur.

Our General Counsel's office currently is reviewing such unfortunately harsh provisions to determine whether appropriate credits in Public Roads participation for the liquidated damages for time extensions granted by your Department can be avoided. Though the Special Provisions on the subject project are tempered somewhat, at the present time we cannot construe such provisions to entitle contractors to any automatic or discretinary time extensions. Even though delays caused by other contractors is permissable, it appears that any such delays must be reduced or even eliminated from consideration if overriding causes such as strikes, acts of God, etc. occur. In view of the fact that the extension of time in which we previously gave our concurrence has not expired, consideration of any further time extension on this project will be held in abeyance pending receipt of further advice from our General Counsel.

NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1965
FOR FILING
F-003-1(16)
6268

A

Salem, Oregon
July 9, 1965

Assignment No. 3715
6/24/65 ltr, BPR (Parsons)
Columbia River Bridge (Astoria)
Steel superstructure
Contract No. 6268

3715

Mr. Ivan Merchant
Bridge Engineer

I do not wish to accept the interim extension offered by the Bureau in this instance, since such acquiescence may result in a loss for American Bridge at a later date.

Please redraft this letter in stronger terms and request the original amount.

Tom Edwards
Assistant State Highway Engineer

Attachment

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
JUN 22 1965
FOR FILING
F-003-1(16)
6268

June 21, 1965

3600

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure
Contract No. 6268

Dear Sir:

Please refer to your memorandum of June 2, in reply to our request for your concurrence in a 365-day interim time extension to the American Bridge Company on Contract No. 6268.

Your memorandum concurs in a time extension of 259 days because a "reasonable portion" of De Long's Unit 2 was available for steel erection.

In this contract there is 12,957 tons of fabricated steel in seven through truss spans, twelve welded girder spans, five deck truss spans, and a three-span continuous truss on steel towers. The procurement of rolled steel and shapes, fabrication, shipment, cleaning and painting and moving to the job site presents a major problem in logistics to provide an orderly flow of steel for erection. The flow of steel to the point of erection cannot be interrupted or revised on short notice.

Unit No. 1 of De Long's contract was completed in December of 1963 to permit the beginning of steel erection. No additional time is requested on this unit.

Unit No. 2 of De Long's contract carried a completion date of November 30, 1963. Piers 5 and 6 were ready for steel erection February 14, 1965, 14½ months after the scheduled time. Piers 9, 10, 11 and 12 are not ready

for trusses as of this date. Piers 160 to 167, inclusive, were made available to the erector September 24, 1964.

Unit No. 3 is the critical unit in the job completion. January 31, 1964 was the scheduled completion date and it is now anticipated that this unit will be ready for steel erection August 15, 1965. This is 18½ months after the scheduled completion of the sub-structure.

Unit No. 4 was scheduled for completion on June 30, 1964. This unit is now complete except for Pier 13 which is scheduled for completion by July 21, 1965, more than 12½ months after the original contract time.

It is the State's interpretation of the contract that the American Bridge Company is entitled to the period of time between the specified completion dates for the sub-structure and their completion time limit of April 30, 1965 for State 1 and November 30, 1965 for Stage 2. Inasmuch as Unit No. 3 is the critical unit and will be approximately 18½ months late, the State believes the 365-day interim time extension reasonable and with the understanding that additional time, to the limits as set forth in the first sentence of this paragraph, will be granted, if needed.

The State requests that you reassess this interim time extension and concur in the 365 days with the understanding that upon completion of the project an additional time extension will be requested to provide the American Bridge Company with time as needed and required to the limits provided by the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison (enc.)
L. H. Young (enc.)
I. D. Merchant

IDM:mm jwa

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 2, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Edwards
[illegible] STATE HIGHWAY [illegible]
[illegible]

SUBJECT: Washington - Oregon Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure, Contract No. 6268

We agree with Mr. Merchant's May 17, 1965 recommendation that an extension of time can be granted under Article 1.8.6 (Revised) of your contract special provisions for the subject project, based on the failure of the State's other contractor to act promptly in carrying out obligations and duties. However, the determination of days to be allowed does not appear to be based to the extent only that said cause actually increased the time, as specified by this provision.

The information presented indicated that a reasonable portion of the DeLong Unit 2 was available 268 days late. However, during this period of time from November 30, 1963 to August 24, 1964, a 9-day strike occurred between May 11 to 19, 1964. The contractor would have been delayed by this strike in any event, which is not a cause specified by your special provisions. Consequently, assuming that the contractor for the subject project could actually have been in a position to utilize the piers on November 30, 1963, we are concurring in an extension of time for 259 days without assessment of liquidated damages.

[illegible]

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 21 1965
FOR FILING
F-003-1(16)

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

American Bridge

DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue

RECEIVED
JUN 17 1965
OFFICE OF
STATE HIGHWAY ENGR

June 11, 1968

Oregon State Highway Co
State of Oregon
State Highway Departmen
Salem, Oregon 97310

Attention: Mr. Floyd Q

On this date we searched in vain for the original June 14, 1965 letter from American Bridge and an answer to their letter.

Checked Cooper, Porter, Edwards, Query and Bridge Division blue files.

File clerk in the Bridge Division checked their files — could not locate.

Re: Columbia River Bridge, Astoria, Oregon-Ft. Ellice, Washington
Steel Superstructure - Contract No. 6268
Request for Increase in Time

Gentlemen:

This will acknowledge your letter of June 2, 1965, advising us that our request for 365 additional calendar days to complete our work on the above project has been granted. We assume this extension applies to both stages of the work.

Actually, our request was for an additional 365 working days. Hence, we take exception to having been granted only 365 additional calendar days.

As was noted in our request, we do not yet know the full extent of our delays due to the pier construction delays. However, we believe that it will exceed the increase you have granted us. Accordingly, prior to the expiration of the limited increase of time you have given us, we will determine and request you to grant additional increase in time needed to bring the total increase up to the period we shall have been delayed by delays in pier construction and any other causes beyond our control.

Very truly yours,

UNITED STATES STEEL CORPORATION

By _____
District Contracting Manager
American Bridge Division

Copy to Merchant
Sent 6-18-65

NOTED
EDWARDS

WJG:ln
cc: Messrs. Robert W. Ellison - Project Bridge Engineer
I. D. Merchant - Bridge Engineer

NOTED
FLOYD QUERY

RECEIVED
JUN 21 1965
FOR FILING

E-003-1 (16)

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

American Bridge

Wilcox

June 14, 1965

REFERRED TO
Admin.
BY SECRETARY

Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Columbia River Bridge, Astoria, Oregon-Pt. Ellice, Washington
Steel Superstructure - Contract No. 6268
Request for Increase in Time

Gentlemen:

This will acknowledge your letter of June 2, 1965, advising us that our request for 365 additional calendar days to complete our work on the above project has been granted. We assume this extension applies to both stages of the work.

Actually, our request was for an additional 365 working days. Hence, we take exception to having been granted only 365 additional calendar days.

As was noted in our request, we do not yet know the full extent of our delays due to the pier construction delays. However, we believe that it will exceed the increase you have granted us. Accordingly, prior to the expiration of the limited increase of time you have given us, we will determine and request you to grant additional increase in time needed to bring the total increase up to the period we shall have been delayed by delays in pier construction and any other causes beyond our control.

Very truly yours,

UNITED STATES STEEL CORPORATION

By _____
District Contracting Manager
American Bridge Division

Copy to Merchant
Sent 6-18-65

NOTED
FORWARDS

WJG:ln
cc: Messrs. Robert W. Ellison - Project Bridge Engineer
I. D. Merchant - Bridge Engineer

NOTED
FLOYD QUERY

FHWA CO-12 (REV. 7-62) UNITED STATES GOVERNMENT
A.G. (REV. 7-62)

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State [illegible] Engineer
Salem, Oregon

DATE: June 2, 1965

In reply refer to: 08-35-EC

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Washington - Oregon Project [illegible]
Columbia River Bridge (Astoria-Megler)
Desdemona Sands Viaduct, Contract No. 6246

Mr. Merchant's April 21, 1965 letter requested our concurrence in a 72-day extension of time for the subject project.

We cannot concur in any extension of time, according to Article 1.8.6 (Revised) of your contract special provisions. This provision indicates that contract time shall be considered "... to the extent only that such delays actually increase the time, in calendar days, required for completion..." (emphasis added). Information presented indicates that the contractor would have been delayed by the late delivery of deck forms in any event. Therefore he was not necessarily prevented from completing the work either by failure of your representatives to act promptly in carrying out obligations and duties, necessitating State ordered suspensions or by changes in plans only for which you would grant a total of 62 days. In addition, you proposed 10 additional days for strikes and a special Federal holiday. Your special provisions often more clearly indicate that such causes cannot be considered.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1965
FOR FILING

F-003-1(16)

6268

3.2

June 2, 1965

United States Steel Corp.
309 SW 6th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 1, 1965, considered your request for 365 additional calendar days to complete Contract No. 6268 for steel superstructure on the Columbia River Bridge Section of the Oregon Coast Highway in Clatsop and Pacific Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for the additional 365 calendar days without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc R. D. Asburry
H. W. Hillmon
I. D. Merchant
L. H. Young
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6268 Contractor United States Steel Corporation

Highway US 101

Section Astoria - Megler Bridge over Columbia River

Kind of Work Steel Superstructure, decking, etc.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Piers to be constructed under another contract, were not completed within the term specified, thus preventing completion of steel superstructure work.

Recommend requested extension be granted without assessment of liquidated damages.

Recommended for Approval:

Division Engineer

Ivan V. Merchant

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

State Printing 27929

Contract No.	6268
Project designation (State-Federal)	FAP No. F-003-1-16
Date awarded	May 10, 1963
Work started	December 16, 1963
Per cent completed	25%
No. of Workdays Allowed (Date)	Calendar date of 11-30-65 (934 cal. days)
No. of Workdays Used	Calendar date of 4-26-65 (716 cal. days)
No. of Added Workdays Requested	365

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 23, 1965

Gentlemen:

We, the undersigned, respectfully request an increase of 365 days in the number of ~~in the number of workdays from~~ workdays ~~days to days~~, within which to complete our Contract No. 6268, without the assessment of liquidated damages. The said contract is described as follows: contract for steel superstructure on Columbia River Bridge from Astoria, Oregon to Pt. Ellice, Washington.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: as indicated in our letter of March 24, 1965, to you. Our work has been delayed more than 365 days due to delays in pier construction, and, in the future, our work will be delayed even more in view of the present status of pier construction. This request is subject to the understanding that we are to be entitled to additional increases in time to bring the total increase up to the total period we shall have been delayed by delays in pier construction.

Respectfully submitted,

UNITED STATES STEEL CORPORATION
Contractor

By Walter Schielke
ASST. GENERAL CONTRACTING MANAGER, AMERICAN BRIDGE DIVISION

CONSENT OF SURETY

Date April 20, 1965

We, FEDERAL INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vi E. Scott, Attorney-in-fact

(SEAL)

[redacted]

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Vi K. Scott, Edward E. Stalling, Donald P. Bush, Jr. and Bernadette Karnbauer of Pittsburgh, Pennsylvania----------

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Assistant Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 24th day of June 19 63

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Assistant Vice-President

Daniel F. Randolph
Assistant Secretary

STATE OF NEW YORK)
County of New York) ss.:

On this 24th day of June 19 63, before me personally came, Daniel F. Randolph, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Daniel F. Randolph being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Assistant Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County 1964
Commission Expires March 30,

Form 12159F (Rev. 4-62)

C9857 (5M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended September 14, 1959 and that this By-Law is in full force and effect.

"ARTICLE XIX. EXECUTION OF POLICIES, BONDS, ETC.

Section 2. All bonds, undertakings, contracts, powers of attorney and other instruments other than as above for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either (1) by its President, or a Vice President, or an Assistant Vice President, jointly with its Secretary, or an Assistant Secretary, under their respective designations—except that:

(a) any officer or officers, agent or agents, attorney-in-fact or attorneys-in-fact, designated in any resolution of the Board of Directors or Executive Committee adopted either before or after the making of this By-Law, or in any power of attorney executed as provided for in this section, may execute in the manner prescribed in such resolution or power of attorney or authority any such bond, undertaking or other obligation which he or they shall be empowered to execute by such resolution or power of attorney or authorization;"

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 20th day of April, 19 65

Assistant Secretary

APR 20 1965

RECEIVED
MAY 25 1965
FOR FILING

May 24, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 3
June 1, 1965 meeting

Gentlemen:

United States Steel Corporation, contractor for furnishing and placing steel superstructure for the Astoria-Megler Bridge over the Columbia River, US101 (Contract No. 6263), has requested that it be granted a 365-calendar day extension of time without assessment of liquidated damages in which to complete the work on the contract.

The contractor's request is predicated on that conditions beyond his control, namely the State's failure to turn over completed piers to permit his work to go ahead, has prevented him from completing his work within the time specified in the contract.

The contractor's contention is correct and I recommend that the requested extension be granted without assessment of liquidated damages.

Completion of work on this contract (No. 6263) by U. S. Steel Corporation is contingent on completion of work under Contract 6467 by Raymond International Incorporated. Work on Contract 6467 is not complete as of this date.

It is entirely possible that the 365-day extension requested herein is insufficient to cover past delays occasioned by failure to turn over piers to United States Steel Corporation on agreed turn-over dates and also additional delays that may possibly develop in the future. It is estimated that the entire project will be completed on about September 1, 1966.

This is to be considered an interim request that must be processed at this time in order not to hold up contractor's periodic estimate payments, with the final request to be developed when the work is complete.

This matter will be on the agenda for the June 1 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:jm bg

Light

Passenger Car — 2 axle
Passenger car with Tr. — 3 axle
" " " — 4 axle

Trucks + Buses

Single Vehicle — 2 axle
" " — 3 axle
" " — 4 axle

Combination — 3 axle
" — 4 axle
" — 5 axle
" — 6 axle
" — 7 axle
" — 8 axle
" — 9 axle

over

Special rates

Light ——— $1.00 + 50¢ per axle

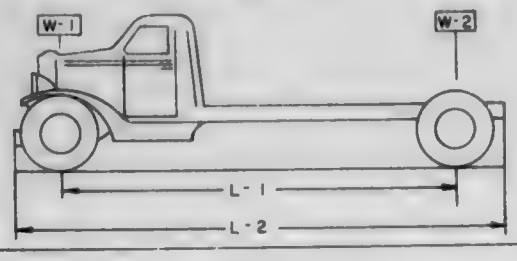
Truck + Trailer — 2.00 + 50¢ per axle

or

Above plus 25¢ per passenger except driver and one passenger, including busses.

CHART OF HAULING EQUIPMENT TYPES

TYPE No.1



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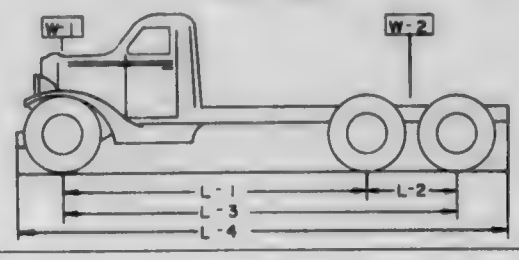

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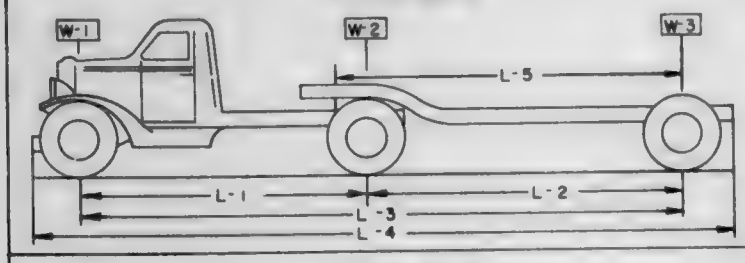

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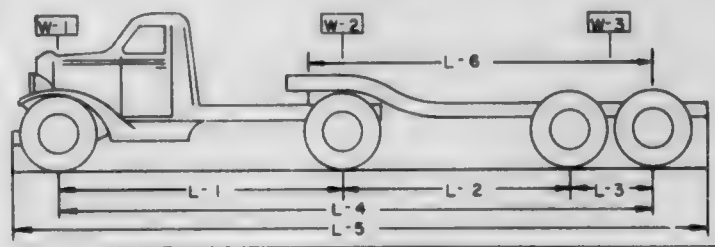

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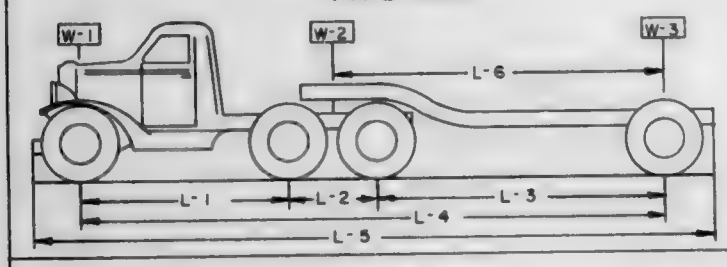

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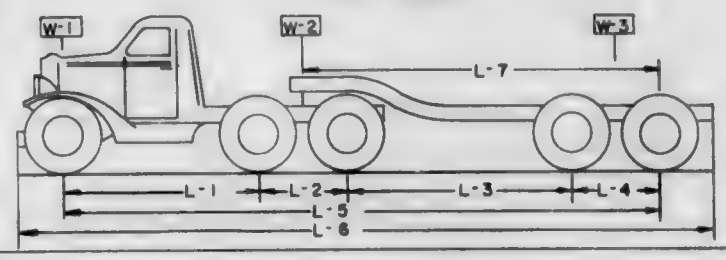

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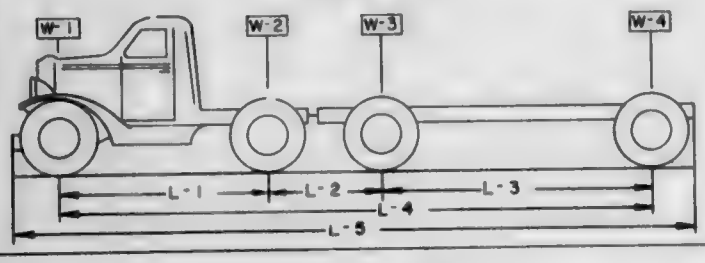
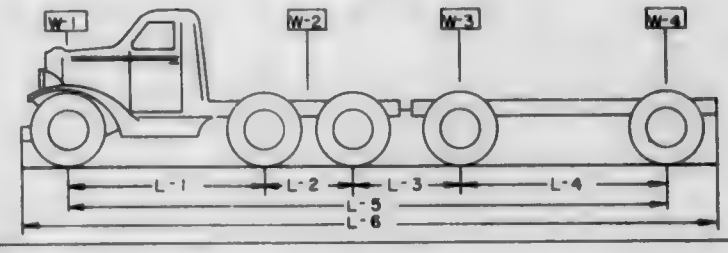


TYPE No.8



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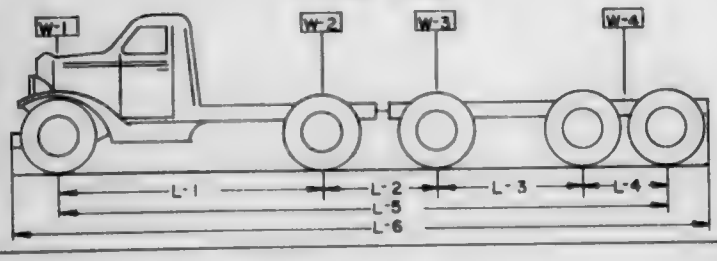

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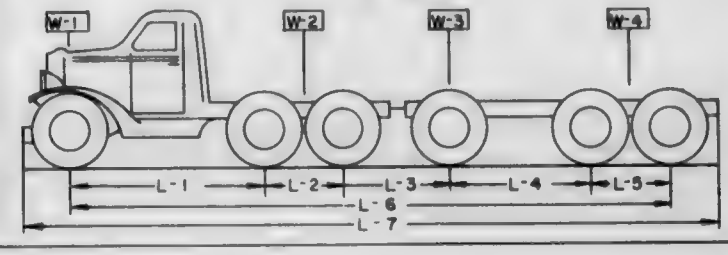
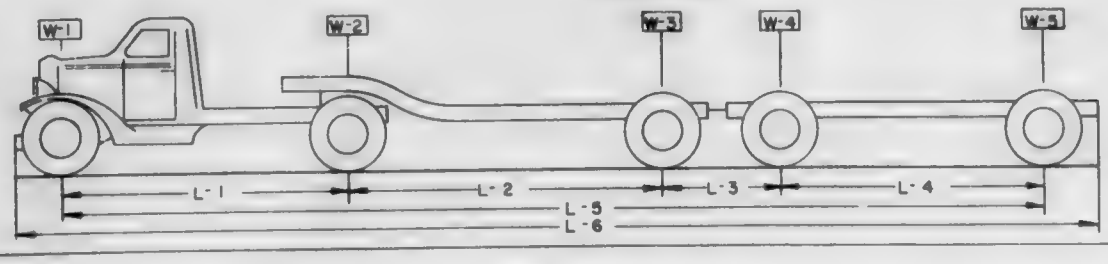
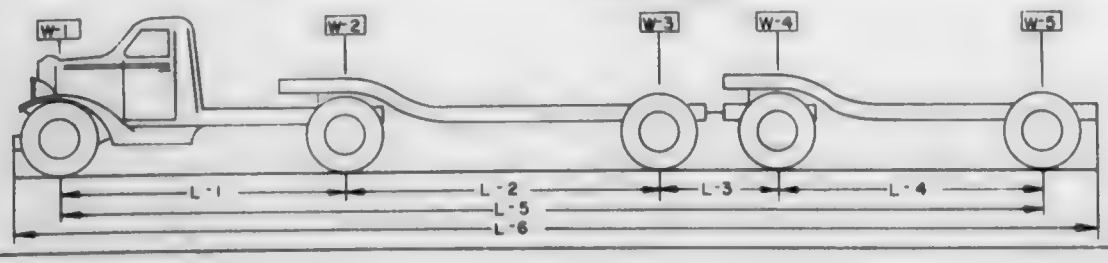


TYPE No.11



TYPE No.12



NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
December, 1963

ESTIMATED 1966 TRAFFIC AND REVENUES
ASTORIA TOLL BRIDGE
WITH $1.75 BASE TOLL SCHEDULE

	Toll	1966 Annual Traffic	1966 Annual Revenues
Light Vehicle 1/	$ ~~1.75~~ 2.00	194,400	$ 342,540
Light Vehicle 1/ with 1 axle trailer	~~2.00~~ 2.50	13,130	26,260
Light Vehicle 1/ with 2 axle trailer	~~2.50~~ 3.00	1,150	2,875
Total Light Vehicle with trailer		14,280	29,135
Truck or Bus - 2 axle	~~2.50~~ 3.00	18,270	45,675
Truck, Truck Comb., or Bus. - 3 axle	~~3.00~~ 3.50	4,280	12,840
Truck Combination - 4 axle	~~3.50~~ 4.00	1,150	4,025
Truck Combination - 5 axle	~~4.00~~ 4.50	4,760	19,040
Truck Combination - 6 or more axles	~~4.50~~ 5.00	100	450
Total Trucks and Buses	5.50 6.00 6.50	28,560	82,030
Motorcycles	1.75	750	1,313
Total Vehicles	(1.91)	238,000	455,018

1/ Light vehicles include passenger cars, panels, and pickups having a gross vehicle weight of 6,000 pounds or less.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 6 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
TOM EDWARDS

FORM E-30 EOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1965

SUBJECT: Columbia River Bridge at Astoria
Toll Fares
Bridge No. 7949

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
O F F I C E

The Toll Collection equipment for the Columbia River Bridge at Astoria requires two pieces of equipment which indicate the amount of toll paid and the classification of the fares. In order to write a specification for this toll equipment prior to putting the approach contract in force it became necessary to determine the number types of fares to be charged tolls and the approximate toll charged for each individual fare.

I am attaching a copy of a letter from the Traffic Department covering nine different vehicles and a proposed toll charge for each type of vehicle. There are two proposed tolls listed; the first of which is based on a light vehicle, which is a passenger car, panels, and pick ups having a gross weight of 6000 pounds or less, of $1.75 per trip. The second schedule is based on a light vehicle toll of $2 per trip. It is the Traffic Department's recommendation that the toll schedule based on a light vehicle toll of $2 per trip be adopted because of the ease of paying the fare without necessity of making change.

In the very near future it will be necessary to make a decision on the above items of types of vehicles and the toll fare paid for each type in order that the toll collection equipment may be manufactured. Since it is necessary for the Highway Commission to adopt a toll schedule which must be concurred in by the Washington Department of Highways, the Washington Toll Bridge Authorities, and the U.S.E.D., it is believed that this matter should be brought to the attention of the Highway Commission.

In addition to the copy of the letter from the Traffic Department and the two proposed toll schedules a copy of the Astoria-Megler ferry tolls is attached for reference.

Please advise if there is anything further that I can do in this matter.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM:mm
Attachment

Bruce
Please make a review of all toll studies on this bridge

NOTED
TOM EDWARDS

FORM E 30 80M 8-61 26681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1963

SUBJECT: Estimates of 1966 Traffic and Revenues - Astoria Toll Bridge

To:
Ivan Merchant
Bridge Engineer
O f f i c e

We have prepared estimates of 1966 traffic and revenues by vehicle type for the Astoria Toll Bridge, using two alternate toll schedules. Copies of the tables containing these data are attached.

Toll schedules were developed using $1.75 and $2.00, respectively, as the basic toll for light vehicles. In each case the tolls for trucks and buses were graduated upward with a $0.50 increment for each additional axle beginning with a toll for the two-axle trucks and buses of $2.50 and $3.00, respectively. This represents a simplified toll schedule, which according to our estimates would produce approximately the same amount of revenue that has been anticipated and used in previous studies of the financing of the bridge.

We have used 1966 as the base year since according to present schedules, it will be the first full year of operation of the bridge. Also, it has been used as the base year in the bond amortization and finance estimates prepared by the Office Engineer.

Previously we had made a study to determine the effect on traffic of various basic toll schedules. This study indicated that revenues would increase with increasing tolls, even though traffic would decrease up to a basic light vehicle toll of $2.00. Additional increases would cause such large reductions in traffic that revenues would also decrease.

The two schedules as proposed in the attached tables, therefore, represent the optimum in terms of revenue, with a slightly higher revenue indicated for the $2.00 light vehicle toll but with not enough difference to be significant.

L. E. George
Assistant Traffic Engineer

RLSh:mp
Attachments
cc: Tom Edwards

OR[illegible]ON STATE HIGHWAY DEPAR[illegible]ENT
Traffic Engineering Division
Planning Survey Section
December, 1963

ESTIMATED 1966 TRAFFIC AND REVENUES
ASTORIA TOLL BRIDGE
WITH $1.75 BASE TOLL SCHEDULE

	Toll	1966 Annual Traffic	1966 Annual Revenues
Light Vehicle 1/	$ 1.75	194,400	$ 342,540
Light Vehicle 1/ with 1 axle trailer	2.00	13,130	26,260
Light Vehicle 1/ with 2 axle trailer	2.50	1,150	2,875
Total Light Vehicle with trailer		14,280	29,135
Truck or Bus - 2 axle	2.50	18,270	45,675
Truck, Truck Comb., or Bus - 3 axle	3.00	4,280	12,840
Truck Combination - 4 axle	3.50	1,150	4,025
Truck Combination - 5 axle	4.00	4,760	19,040
Truck Combination - 6 or more axles	4.50	100	450
Total Trucks and Buses		28,560	82,030
Motorcycles	1.75	750	1,313
Total Vehicles	(1.91)	238,000	455,018

1/ Light vehicles include passenger cars, panels, and pickups having a gross vehicle weight of 6,000 pounds or less.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
December, 1963

ESTIMATED 1966 TRAFFIC AND REVENUES
ASTORIA TOLL BRIDGE
WITH $2.00 BASE TOLL SCHEDULE

	Toll	1966 Annual Traffic	1966 Annual Revenues
Light Vehicle 1/	$ 2.00	171,600	$ 343,200
Light Vehicle 1/ with 1 axle trailer	2.50	11,570	28,925
Light Vehicle 1/ with 2 axle trailer	3.00	1,010	3,030
Total Light Vehicle with trailer		12,580	31,955
Truck or Bus - 2 axle	3.00	16,060	48,180
Truck, Truck Comb., or Bus - 3 axle	3.50	3,750	13,125
Truck Combination - 4 axle	4.00	1,020	4,080
Truck Combination - 5 axle	4.50	4,240	19,080
Truck Combination - 6 or more axles	5.00	90	450
Total Trucks and Buses		25,160	84,915
Motorcycles	2.00	660	1,320
Total Vehicles	(2.20)	210,000	461,390

1/ Light vehicles include passenger cars, panels, and pickups having a gross vehicle weight of 6,000 pounds or less.

Tolls, schedules and vessels subject to change without notice.

SCHEDULE OF ONE-WAY FARES

(ALL FARES INCLUDE FEDERAL TRANSPORTATION TAX)

ADULT PASSENGER	$ .25
CHILD PASSENGER (Age 6-12 incl.)	.15
PASSENGER CAR OR PICKUP (Including driver)	1.25
PASSENGER CAR and TRAILER—(Including driver)—	
Overall length:	
Up to 25 feet	1.50
Up to 35 feet	2.00
Up to 50 feet	2.75
MOTORCYCLE (Including driver)—	
Single	.50
With sidecar	.75
TRUCK OR BUS, LIGHT WEIGHT—(Including driver)—Overall length:	
Under 20 feet	1.75
Over 20 ft., under 30 ft.	2.50
Over 30 ft., under 40 ft.	3.00
Over 40 ft., under 50 ft.	3.50
Over 50 ft. (Max. 55 ft. by permit)	4.25
55 ft. to 60 ft. (Chessman only)	5.00
TRUCK LOAD—Per ton	.25
LIVESTOCK—In truck or trailer only, per head	
Cattle and horses	.50
Sheep and calves under 6 mo.	.25

NO ROUND-TRIP FARES SOLD

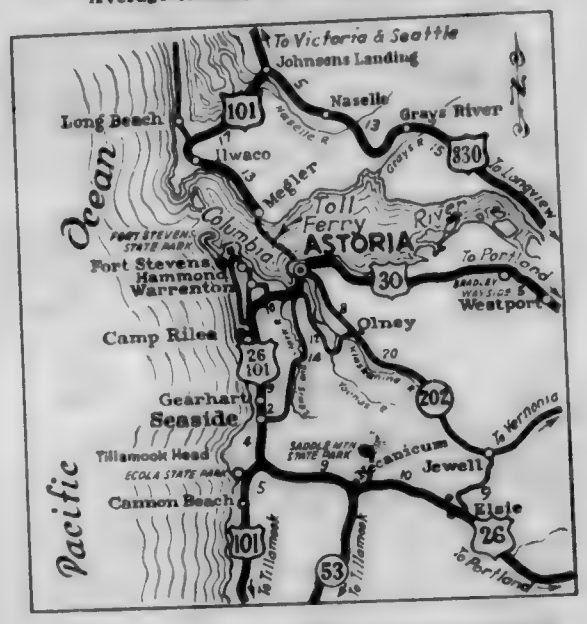
Vert. Clearance	MV M. R. Chessman	12'0"
	MV Tourist 3	10'6"
	MV Tourist 2	11'6"
	MV Kitsap	11'0"

Load Limit—27 Tons

ASTORIA-MEGLER FERRY

Motor Vessel M. R. Chessman
Motor Vessel Tourist 3
Motor Vessel Tourist 2
Motor Vessel Kitsap

Coffee Shop facilities provided on all vessels.
Average crossing time thirty minutes.



OREGON STATE HIGHWAY COMMISSION
Salem, Oregon
Ferry Terminal: Foot of 14th Street
Astoria, Oregon
Telephone FAirfax 5-164; or Fairfax 5-2361

MINIMUM FERRY SCHEDULE FOR [illegible]CH MONTH OF THE YEAR

Last Part of Sept. thru First Part of June		Last Part of June, * First Part of Sept.		* July and August	
LV ASTORIA	LV. MEGLER	LV ASTORIA	LV. MEGLER	LV ASTORIA	LV. MEGLER
6:30 AM	7:15 AM	6:30 AM	7:15 AM	6:30 AM	7:15 AM
8:00	8:45	8:00	8:45	8:00	8:45
9:30	10:15	9:30	10:15	9:30	10:15
.....	.....	10:15	11:00	10:30	11:15
11:00	11:45	11:00	11:45	11:00	11:45
.....	.....	.....	.....	11:30	12:15 PM
.....	.....	11:45	12:30 PM	12:00	12:45
12:30 PM	1:15 PM	12:30 PM	1:15	12:30 PM	1:15
.....	.....	.....	.....	1:00	1:45
.....	.....	1:15	2:00	1:30	2:15
2:00	2:45	2:00	2:45	2:00	2:45
.....	.....	.....	.....	2:30	3:15
.....	.....	2:45	3:30	3:00	3:45
3:30	4:15	3:30	4:15	3:30	4:15
.....	.....	.....	.....	4:00	4:45
.....	.....	4:15	5:00	4:30	5:15
5:00	5:45	5:00	5:45	5:00	5:45
.....	.....	.....	.....	5:30	6:15
6:30	7:15	6:30	7:15	6:30	7:15
8:00	8:45	8:00	8:45	8:00	8:45
.....	.....	9:30	10:15	9:30	10:15

***NOTE: On weekends or extra heavy traffic load occasions, an extra boat will be placed in service. Vessels will depart when loaded.**

RECEIVED
APR 30 1965
FOR FILING
6268

April 28, 1965

Mr. W. J. Gross
District Contracting Manager
American Bridge Division of
United States Steel Corporation
506 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Gross:

Receipt is acknowledged of your letter of April 26 requesting a time extension for work under your Contract No. 6268, superstructure for the Columbia River Bridge.

Your request will be processed and presented to the State Highway Commission at its next meeting for their action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

TE:jwa

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Ivan Merchant (Enc.) Please complete form and rough draft a letter to the Commission stating the basic reasons.

ASTORIA BRIDGE Project

Estimated Total Cost of Construction - 4-26-65

for Bona Financed Work Stations 113+20.65 / 318+97.17

(Inclusive of Work Items 5 & 27)

Item			
PIERS			
Contract No. 6124 DeLong			
Completed & Partially Completed Contract Items	$ 4,219,[illegible].00		
Contract Extras	217,[illegible].00		
Allowance for Materials on Hand	225,[illegible].00		
Liquidated Damages	- 330,000.00	$ 4,331,591.00	
Contract No. [illegible]7 Raymond			
Contract Items	5,2[illegible],[illegible].00		
Contract Extras (Orig. Authorization)	242,427.00	5,451,514.00	
Subtotal		9,[illegible],105.00	
Contract No. 6124 DeLong			
Theoretical Total if completed		7,250,609.00	$ 7,250,609.00
Estimated Recoverable on Bond		2,532,490.00	
STEEL SUPERSTRUCTURE			
Contract No. 6263 U.S. Steel Corporation			
Contract Items	10,1[illegible],[illegible]2.00		
Contract Contingencies (Orig. Authorization)	4[illegible],504.00	10,577,446.00	10,577,446.00
Possible Claims (Recoverable)	500,000.00		
SANDS VIADUCT			
Contract No. 6214 Cowdrick, et. al.			
Contract Items corrected to date	3,7[illegible],[illegible]4.00		
Contract Contingencies (Orig. Author.)	17[illegible],196.00	3,[illegible],7[illegible].00	3,[illegible],7[illegible].00

Copy to Schmidt 4-30-65

ASTORIA BRIDGE PROJECT
(Continued)

Item	Amount	Total	Total Estimated Cost
RIPRAP			
Contract No. 6527 Umpqua River Navigation			
Contract Items corrected to date	477,515.00		
Contract Contingencies (Orig. Authorization)	17,336.00	494,851.00	494,851.00
ASTORIA APPROACH			
Contract No. 6499 Pacific Concrete			
Toll Plaza only contract items	70,544.00		
Toll Plaza only contract contingencies .	3,174.00	73,718.00	73,718.00
ADDITIONAL EXTRAS			
(Chargeable to Delay)			
Excess Construction Engineering			
15 Months @ $14,500.00	217,500.00		
Prepare new plans and specifications	2,500.00		
Core Drill DeLong Seal Concrete	26,000.00		
15 months additional Ferry Operation	280,000.00		
Sheet pile rental	22,000.00		
Additional Bond financing			
450 days @ $1,000.00	450,000.00	* 998,000.00	-0-
Total Construction			22,285,358.00
Construction Engineering 8%			1,782,829.00
Subtotal			24,068,187.00
Interest During Construction			3,104,100.00
Total			27,172,281.00

*Recoverable

TRANSMITTAL SLIP

DATE

COOPER	BRIDGE	OFFICE ENGR.	SHOPS
PORTER	CONSTRUCTION	PARKS	SIGNS
STEPHENSON	COUNTY AND CITY	PERMITS	TRAFFIC
EDWARDS	DATA PROCESSING	PERSONNEL	TRAVEL
SHAW	LABORATORY	PUBLIC RELATIONS	WEIGHMASTER
WOLFE	LEGAL	RADIO	FILES
SIPPRELL	MAINTENANCE	RIGHT OF WAY	MAIL
ACCOUNTING		SECRETARY	DIVISION ☐

ATTENTION:

FROM: Merchant

ACTION

☐ NOTE AND FILE	☐ PREPARE REPLY FOR MY SIGNATURE
☐ NOTE AND RETURN TO ME	☐ TAKE APPROPRIATE ACTION
☐ RETURN WITH MORE DETAILS	☐ PER YOUR REQUEST
☐ NOTE AND SEE ME	☐ SIGNATURE
☐ PLEASE ANSWER	☑ FOR YOUR INFORMATION
☐ FOR YOUR APPROVAL	☐ INVESTIGATE

COMMENTS This is an estimate only at this time.

Copy to Schroeder

OSHD E 100X REV. 2-69

RECEIVED
APR 19 1965
FOR FILING

April 19, 1965

American Bridge Division
United States Steel Corporation
506 S. W. Sixth Avenue
Portland, Oregon 97204

Gentlemen:

Re: Columbia River Bridge
Astoria, Oregon
Contract No. 6268
Request for Increase in Time

Reference is made to your March 24 letter and the recent visit to this office by Mr. Gross and Mr. Holmstrom relative to an increase in time to complete the superstructure of the Astoria Bridge.

We know that your work has been delayed due to circumstances beyond your control and we are willing to recommend to the Highway Commission an extension of time equivalent to the delay. Your letter puts the Highway Commission on notice that you will request such an extension and will furnish the details as soon as they are available.

Enclosed are copies of Form E-320(Rev.), which is a standard form for time extension requests. This form has been written for workday contracts, whereas your contract No. 6268 is for a calendar date. The same form can be used to cover your request.

It appears impossible at this time to estimate a proper and equitable completion date. In order to clear the record and to secure approval of the Highway Commission, I recommend that you request that the specified completion dates of April 30, 1965 for Stage I and November 30, 1965 for Stage II each be increased by twelve months. This is with the understanding that if further adjustments are necessary, they will be given consideration when a more definite

determination can be made.

If there is anything about this that is not satisfactory, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

[redacted]

cc Forrest Cooper
Tom Edwards
I. D. Merchant
Victor D. Wolfe

IDM:mm/RLP:ms

E--320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....., 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to .... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

.....
Contractor

By .....

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommended for Approval:

.....
Division Engineer

.....
Construction Engineer or
Bridge Engineer

.....
State Highway Engineer

State Printing 37939

Contract No. .....

Project designation .....
State-Federal

Date awarded .....

Work started .....

Per cent completed .....
Date

No. of Workdays Allowed .....

No. of Workdays Used .....

No. of Added Workdays Requested .....

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

REFERRED TO
Admin.
BY S. CONTRACTS

March 24, 1965

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Commission
State of Oregon
Salem, Oregon

Re: Columbia River Bridge, Astoria, Oregon
Pt. Ellice, Washington
Steel Superstructure - Contract No. 6268 -
Request for Increase in Time

Gentlemen:

Pursuant to Article 1.8.6 (as revised) of the Specifications applicable to our above-indicated contract with the State of Oregon, this letter requests that you increase the time specified for the completion of our work, without assessment of liquidated damages. The condition which has delayed and prevented the completion of our work is the unavailability of piers on the pier completion dates set forth in Article 1.5.6 (Supp.) of the Specifications.

The time during which the prosecution of our superstructure erection work on each pier was actually prevented by this condition is the time between the actual completion date of such pier and the date by which such pier was scheduled to have been completed in said Article 1.5.6. Thus, the prosecution of some portions of our work was prevented commencing October 31, 1963, when the first scheduled pier completion date was not met, and ever since then there have been some portions of our work which could not be prosecuted due to pier completion delays.

The immediately preceding paragraph was worded to comply with said Article 1.8.6 and is not to be construed as a request for an increase in time equal to the time from October 31, 1963, until all the piers have been completed. In this connection, we are not yet in a position to request an exact increase in time, but intend, when able, to supplement this request with a statement as to the number of days we believe the time should be increased. Such increase will be equal to the length of time the completion of our work shall have been delayed by the delay in pier construction.

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

The written consent of our surety, Federal Insurance Company, to any increase in time granted by you is enclosed herewith.

The foregoing request is to be deemed applicable to the completion dates for Stage 1 and Stage 2 of our work.

We would appreciate it if, at your early convenience, you either confirm that this request meets with the requirements of said Article 1.8.6 or advise us wherein it fails to do so.

Very truly yours,

UNITED STATES STEEL CORPORATION

By W. J. Gross
District Contracting Manager
American Bridge Division

WJG:hw
enclosure

cc: I. J. Merchant
Robert W. Ellison

RECEIVED
MAR 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
BRIDGE DIVISION
MAR 20 1965 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 1965

Telephone: COurt 1-4181

FEDERAL INSURANCE COMPANY

CHUBB & SON INC., *Manager* Oliver Building, Pittsburgh, Pennsylvania 15222

March 19, 1965

Oregon State Highway Commission
Salem, Oregon

Subject: UNITED STATES STEEL CORPORATION, American Bridge Division
Performance Bond No. 8015-35-53 - $10,121,862.00
Columbia River Bridge, Astoria, Oregon-Pt. Ellice,
Washington - Steel Superstructure - Bridge No. 7949
Contract No. 6268

CONSENT OF SURETY

At the request of United States Steel Corporation, we hereby Consent to an extension of time for the completion of the contract covered by the above bond.

FEDERAL INSURANCE COMPANY

By _____
DONALD P. BUSH, JR., Attorney-in-Fact

Executed in nine (9) counterparts

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Vi K. Scott, Edward E. Stalling, Donald P. Bush, Jr. and Bernadette Karnbauer of Pittsburgh, Pennsylvania----------

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Assistant Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 24th day of June 19 63

FEDERAL INSURANCE COMPANY

By

Frederick C. Gardner
Assistant Vice-President

Daniel F. Randolph
Assistant Secretary

FEDERAL INSURANCE COMPANY ★ NEW JERSEY ★

STATE OF NEW YORK }
County of New York } ss.:

On this 24th day of June 19 63, before me personally came, Daniel F. Randolph, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Daniel F. Randolph being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Assistant Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

MARION J. McGRATH ★ NOTARY PUBLIC ★ STATE OF NEW YORK

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1964

Form 12159F (Rev. 4-62)

G9857 (SM)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1953 and amended September 14, 1959 and that this By-Law is in full force and effect.

"ARTICLE XIX. EXECUTION OF POLICIES, BONDS, ETC.

Section 2. All bonds, undertakings, contracts, powers of attorney and other instruments other than as above for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either (1) by its President, or a Vice President, or an Assistant Vice President, jointly with its Secretary, or an Assistant Secretary, under their respective designations—except that:

(a) any officer or officers, agent or agents, attorney-in-fact or attorneys-in-fact, designated in any resolution of the Board of Directors or Executive Committee adopted either before or after the making of this By-Law, or in any power of attorney executed as provided for in this section, may execute in the manner prescribed in such resolution or power of attorney or authority any such bond, undertaking or other obligation which he or they shall be empowered to execute by such resolution or power of attorney or authorization;"

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 19th day of March, 19 65

George C. Josephson
Assistant Secretary

RECEIVED
MAR 5 - 1965
FOR FILING

March 4, 1965

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Columbia River Bridge at Astoria
Bridge No. 7949

Dear Sir:

The General Bridge Act of 1946 (33 U.S.C., 525-533, as amended) requires the consent of Congress for the construction, maintenance, and operation of bridges over the navigable waters of the United States. Approval for the Columbia River Bridge at Astoria was granted the Oregon State Highway Commission, the Washington State Department of Highways, and the Washington Toll Bridge Authority on September 18 and September 29, 1958. Main channel clearances provide 1070 feet between fenders and perpendicular to the pierhead line paralleling the left or Astoria shore of the Columbia River.

At the present time, the 500-foot navigation channel, as located on the Tansy Point Range, is in excess of 200 feet northerly from the ultimate channel center line provided in the bridge construction by the 1070-foot horizontal clearance. Navigation lights marking pier obstructions, center line of channel, et cetera, were approved by the Commander, 13th Coast Guard District, on January 19, 1962.

Pier construction for Pier 169, the north main channel pier has been under way for some time. Under the present channel marking for the Tansy Point Range

and by buoys, QK Fl "31" and Fl G4 sec "37", the entire pier area is indicated to be within safe navigable waters. Previous telephone calls and correspondence between the contractor, Raymond International, and the 13th Coast Guard District have alerted the Coast Guard to certain dangers, both to navigation and to the contractors working force and the pier construction, of this situation. The contractor has provided a barge equipped with lights and a fog horn which is anchored southerly of the pier construction and of which you have been advised by appropriate copies of the "Private aids to Navigation".

Because of the ultimate necessity of shifting the Tansy Point Range southerly to the main span bridge opening center line, it is requested that the Tansy Point Range lights be revised at the earliest possible time and that the buoys 31 and 37 be moved southerly to mark the edge of the safe navigation waters to protect the pier both during its construction period and after its completion.

The District Engineer of the Corps of Engineers has been contacted regarding this matter and is in complete accord. The Corps has assured me that in the very near future it will submit the necessary engineering data to the Coast Guard for the moving of the Tansy Point Range lights and the shifting of the above-mentioned buoys. The owners of the bridge are very much concerned with this situation because of the dangers to navigation and the pier construction, and it is believed that the revisions to the channel markers should be revised at the earliest possible date as a protection to the navigation interests as well as the bridge owners and bridge constructors.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
Ivan D. Merchant
R. W. Ellison

lDM:mm bjs

ASTORIA CHAMBER OF COMMERCE
270 FOURTEENTH ST. ASTORIA, OREGON TELEPHONE FAIRFAX 5-6311

February 9, 1965

RECEIVED
FEB 11 1965
LEGAL & RIGHT OF WAY

Mr. George Rohde, Chief Counsel
Oregon State Hiway Department
Salem, Oregon

Dear Mr. Rohde:

Our office has received the enclosed letter from Mrs. A. Scott Bullitt. I have enclosed a blind copy of our answer to Mrs. Bullit. Among her other activities, it is my understanding she owns KING TV AND KGW TV. Therefore, we would wish to show her such courtesies as possible.

Thanks for your help and consideration.

Sincerely,

Jean H. Hallaux, Manager
Astoria Chamber of Commerce

JHH/ms
Encl.

February 9, 1965

Mrs. A. Scott Bullitt, Chairman
Recreational Sub Committee
Washington State Canal Commission
335 General Administration Building
Olympia, Washington

Dear Mrs. Bullitt:

In reply to your letter of the 5th, in regards to the Astoria-Megler Columbia River Bridge. The history of the bridge goes back quite some time. Unhappily there doesn't seem to be any ready reference our office has to the many attempts and problems associated with efforts to build the bridge. That is without researching old newspapers, etc., and I certainly wish we had the time to do just that.

I contacted the local office of the Oregon State Highway Department in charge of constructing the bridge to the Washington approach. They suggested that I send a copy of your letter to Mr. George Rohde, Chief Counsel for the Oregon State Highway Department. The reason for this action is the pending suit between the original contractor, DeLong Corporation and the Oregon State Highway Department.

They also suggested your contacting Mr. C.G. Prahl, Director of Washington highways, who will be in charge of the northern approach to the bridge. It is our understanding that the contract for this work was let last week. The first bids being rejected because they were too far over the estimates.

From a chamber standpoint, we feel that at the present time, the bridge is proceeding as well as it can. The last remnants of the poor concrete in the norther main pier is being removed and the new concrete pouring should start very soon. The causeway is on schedule and about 70% completed. The piers on the northern channel are being constructed. Steel work is completed to where piers are available and they will continue as soon as possible. Work is

being done on the Oregon approach and all indications are that the bridge will be opened the latter part of 1966, barring anymore interruptions.

Should you wish to make a personal visit to the construction, we would be most happy to arrange for accommodations and transportation to the site. Also, if you need any specific drawings, etc., I feel sure we can obtain them from the highway department for you.

Thanks again for your interest and I would express our keen interest in the Columbia River - Puget Sound Canal project. We can certainly see a mutual benefit to us and would offer our help if needed. Also we would be interested in your progress.

We are sorry that no one has compiled a history of the bridge as yet, with the possible exception of the highway department and I imagine you can see their reluctance with the pending lawsuit. I sincerely hope Mr. Rohde will be of assistance.

Please contact us again if we can be of any assistance.

Sincerely,

Jean H. Hallaux, Manager
Astoria Chamber of Commerce

JHH/ms

WASHINGTON STATE CANAL COMMISSION

[illegible] CHAIRMAN
[illegible] GENERAL ADMINISTRATION BUILDING
OLYMPIA

CLARENCE G. SHAIN
[illegible] SECRETARY

ALBERT D. ROSELLINI
GOVERNOR

R. BRONSDON (CURLY) HARRIS
VICE CHAIRMAN

[illegible]

LEGISLATIVE SUB-COM.
SEN. VICTOR F. DeGARMO, CHAIRMAN
SEN. JOE GHYTIL
SEN. A. L. RASMUSSEN
REP. ERIC O. ANDERSON
REP. WILLIAM CHATALAS
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REP. CHATALAS
DIRECTOR ROBERT E. ROSE

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REP. WANG

INTERNATIONAL SUB-COM.
MRS. A. SCOTT BULLITT, CHAIRMAN
SEN. GHYTIL
REP. ANDERSON
DIRECTOR ROSE

February 5, 1965

Mr. Jean Hallaux
Chamber of Commerce
Asteria, Oregon

Dear Mr. Hallaux:

The last time I was in Asteria, work had halted on the Columbia River Bridge. Since then, there have been numerous occasions on which I wish I had known a great deal more about what had already transpired, where matters stand now, and had some really tangible facts and figures on which to fall back.

Mr. Lloyd Milligan suggested that you had a comprehensive file on this project and that you might be willing to share some of this information with us.

Mrs. A. Scott Bullitt, who has maintained a lively concern for our Northwest waters through her career, and is a member of the Washington State Canal Commission at this time, would be keenly interested in whatever information, facts and data you might be able to supply.

If there is another person with whom we should get in touch for this kind of information, will you please advise? Your consideration will be deeply appreciated.

Sincerely,

Betty Bryant

Betty Bryant
for Mrs. A. Scott Bullitt

RECEIVED
FEB 5 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 3, 1965

Fowler Steel Company
P. O. Box 46191
Seattle, Washington

Attention: Mr. Jack Bacon

Gentlemen:

Stay-in-Place Bridge Forms
for Astoria Bridge Deck
Bridge No. 7949

This is in reply to your letter of January 8 regarding the use of stay-in-place bridge forms for the deck of the Astoria Bridge, and stating that a minimum of four months of construction time can be saved by their use. This problem has been analyzed from the cost standpoint, and it is our decision that metalstay-in-place forms will not be permitted on this structure. We realize that it would be advantageous to open the bridge four months earlier to traffic; however, in the overall picture we believe it much better to complete the bridge as shown on the plans and without the additional metal surface for possible future maintenance.

As mentioned before when you were in the office we will permit, on a selective basis, the use of this form on structures in Eastern Oregon where we do not consider corrosion to be a problem. At such time as we are approached by a prime contractor for the use of this form, the decision will be made on an individual project basis on its use.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/sm
cc: American Bridge Division
Portland, Oregon

Attention: Mr. Walter Gross

Mr. P. M. Stephenson

RECEIVED
DEC 28 1964
FOR FILING

Historia Bridge
American Bridge Contract.

P. M. Stephenson

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			State Highway Department	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 23, 1964
p.m.

Mr. W. A. Main, Attorney
U. S. Steel Corporation
120 Montgomery Street
San Francisco, California

Re. your letter of Dec. 1[illegible], we have encountered serious problems, making personal conference with you advisable.

Flood conditions here indicate anytime week of January 4 is earliest possible date. Can you come here? Please advise.

Alan H. Johansen, Attorney

Alan H. Johansen, Attorney
State Highway Department
State Highway Building
Salem, Oregon
364-2171

NOTED
P. M. STEPHENSON

RECEIVED
JAN 15 1965
F113.1
6268

RECEIVED
JAN 15 1965

EDWIN M. BAKER
GENERAL MANAGER

Eugene Register-Guard
LANE COUNTY'S HOME NEWSPAPER
CORNER TENTH AND HIGH STREETS
EUGENE, OREGON
97401

Dec. 7, 1964

Dear Carl:

Enclosed is a copy of our magazine section with the story and pictures on the Astoria Bridge. Thanks very much for your help in gathering the data. Trust the deficit figure didn't throww too many computers out of whack.

Sincerely,

Don Bishoff

NOTED
CARL PLOC

RECEIVED
DEC 8 1964
OFFICE OF
PUBLIC RELATIONS

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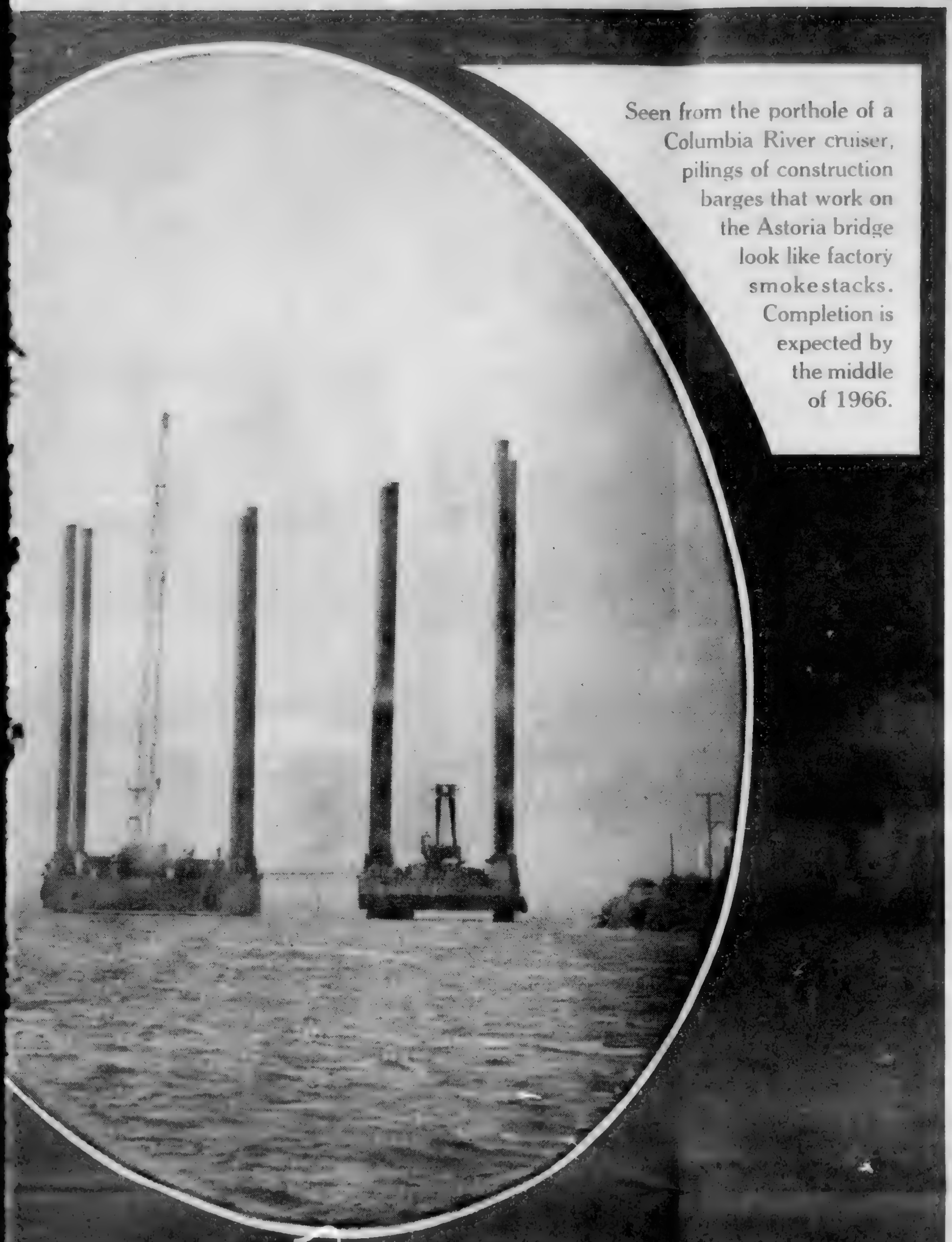
Conquering

Already it dominates the fishing town of Astoria in much same way the Space Needle dominated the '62 Seattle World's



Seen from the porthole of a Columbia River cruiser, pilings of construction barges that work on the Astoria bridge look like factory smokestacks. Completion is expected by the middle of 1966.

ering

Already it dominates the fishing town of Astoria in much the same way the Space Needle dominated the '62 Seattle World's Fair —no matter where you go, there it is, towering over everything.

Conquering the Columbia

By Don Bishoff
Photos by Joe Matheson

Already it dominates the fishing town of Astoria in much t
same way the Space Needle dominated the '62 Seattle World's F
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A great structure of steel and concrete. Starting now in mid-
and ending in mid-air. Going, it appears nowhere.

Some 18 months from now it will go somewhere. From Asto
it will cross almost four miles of the mouth of the mighty Colum
River, touching at the other side on a Washington shore occup

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Continued on Page 5

High in the sky and deep
in the sand beneath
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A crane provides a fast elevator for sandbags.

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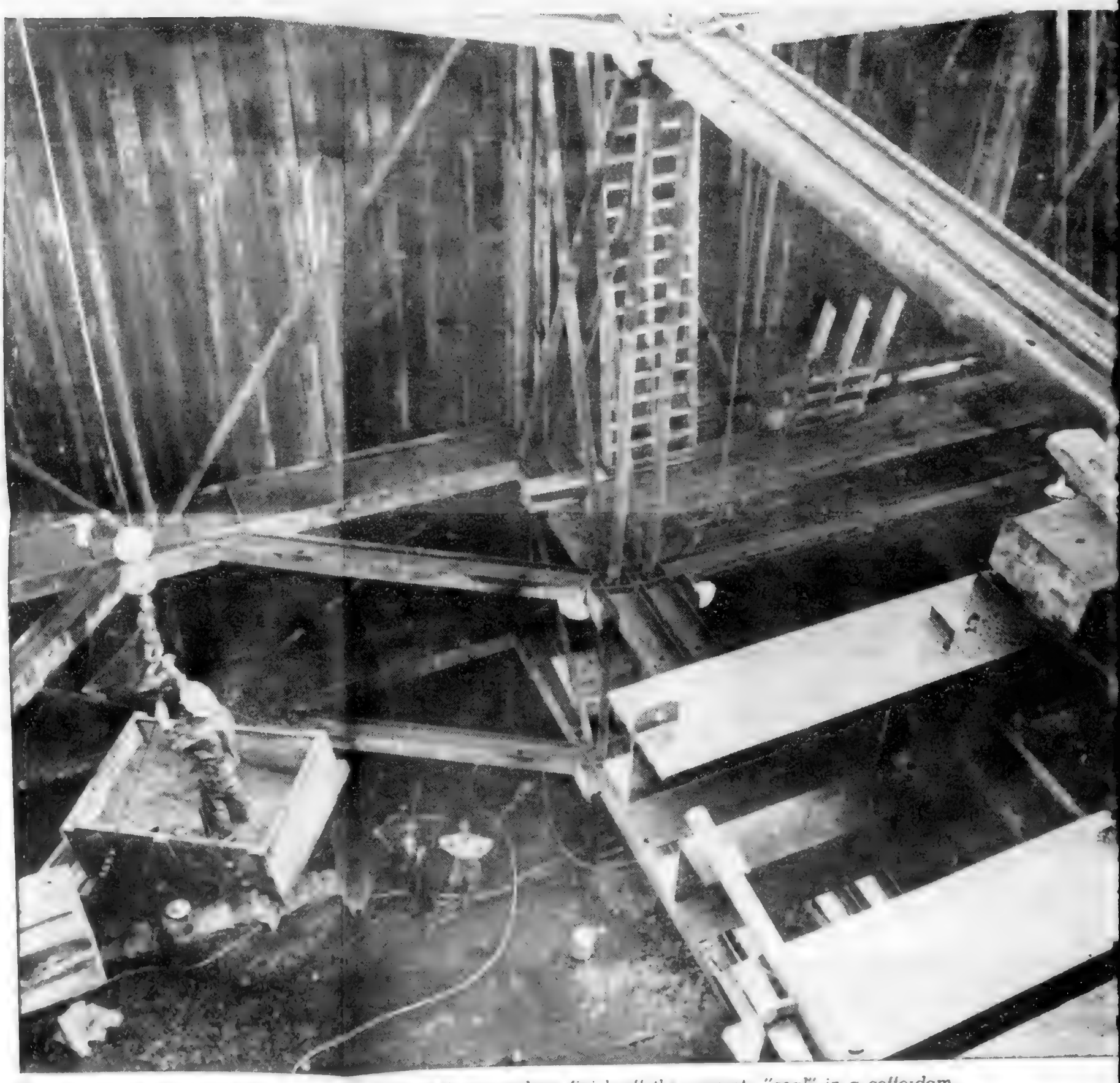

Fifty feet down, with the Columbia on all sides of them, workers finish off the concrete "seal" in a cofferdam.

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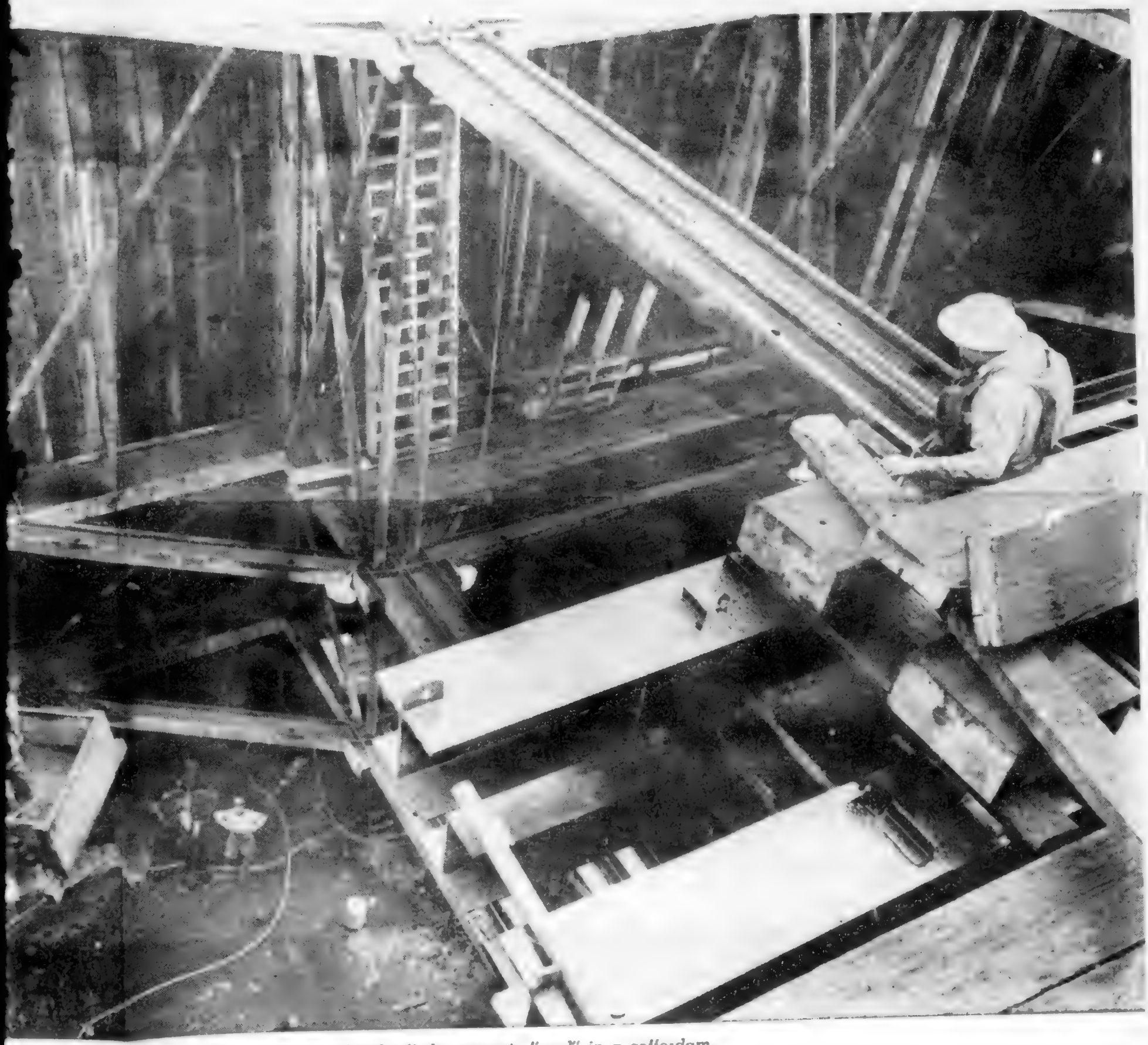

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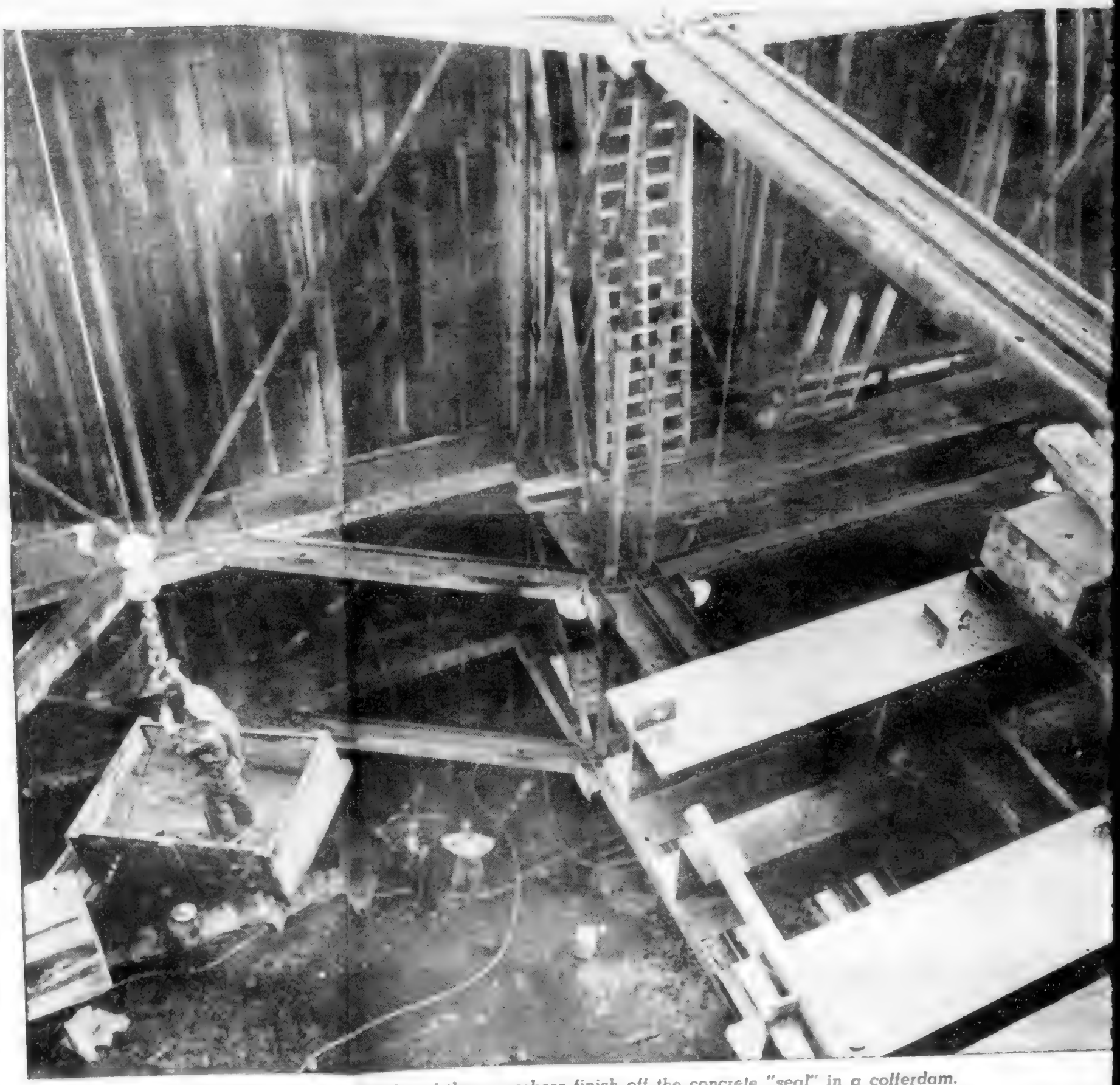

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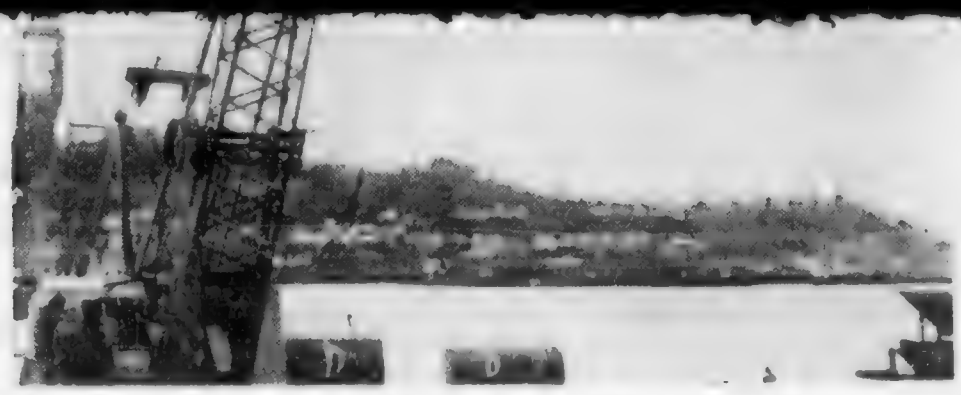

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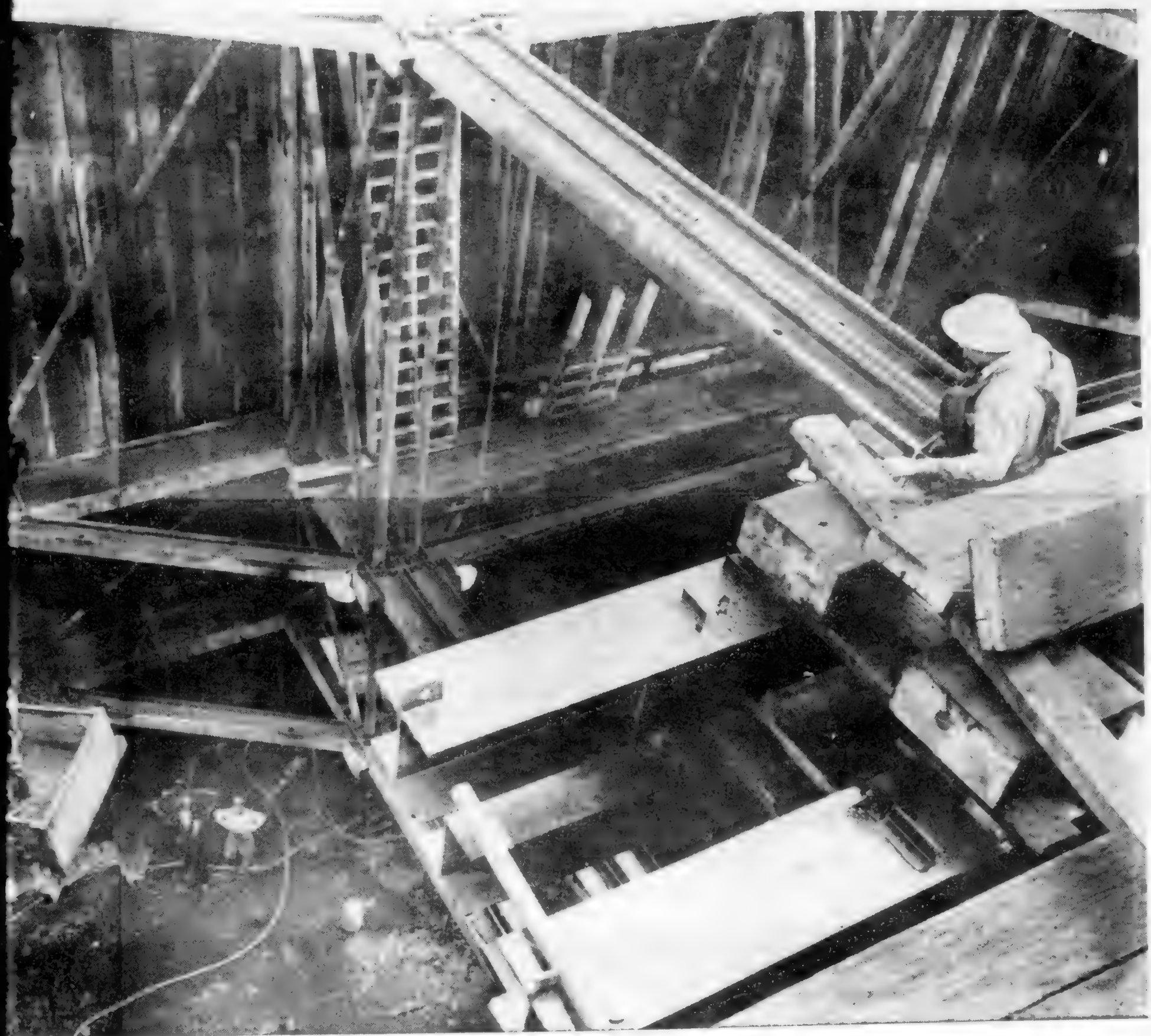

Columbia on all sides of them, workers finish off the concrete "seal" in a cofferdam.

Steelworkers guide a girder into its niche.

A loaded freighter, headed upstream, passes under the main spa

now only by a ferry slip, a coffee shop
and several hundred seagulls.

"It" is the Astoria-to-Megler Bri
doggle to some. A $24 million boon
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Residents of the Astoria area—on
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Critics of the bridge say it isn't w

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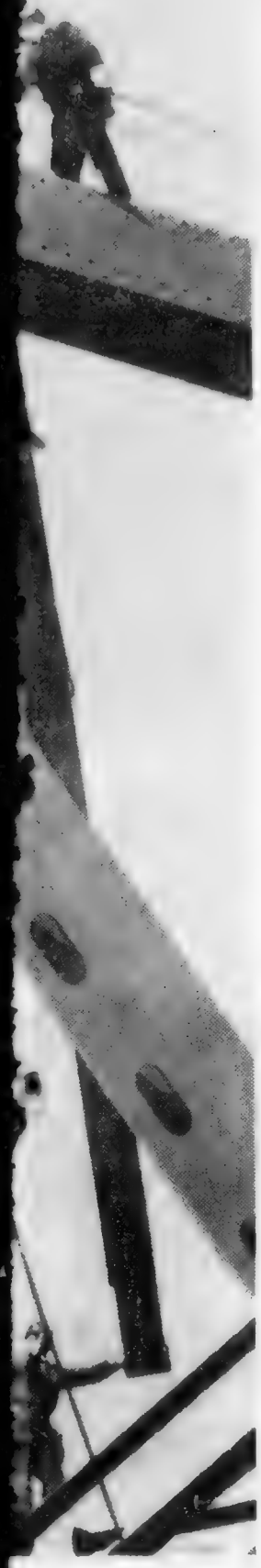

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"It" is the Astoria-to-Megler Bridge. A $24 million boondoggle to some. A $24 million boon to mankind in the view of others.

Residents of the Astoria area—one of the few places in the state declining in population—and Highway 101 businessmen the length of the Oregon Coast say the bridge will help bring a tourist boom.

Critics of the bridge say it isn't worth what it will cost.

The State Highway Dept., which didn't want to build the bridge until the State Legislature in effect ordered it to by authorizing sale of bonds for the project, estimates that an average of 600 cars a day will use the bridge when it opens in the summer of 1965.

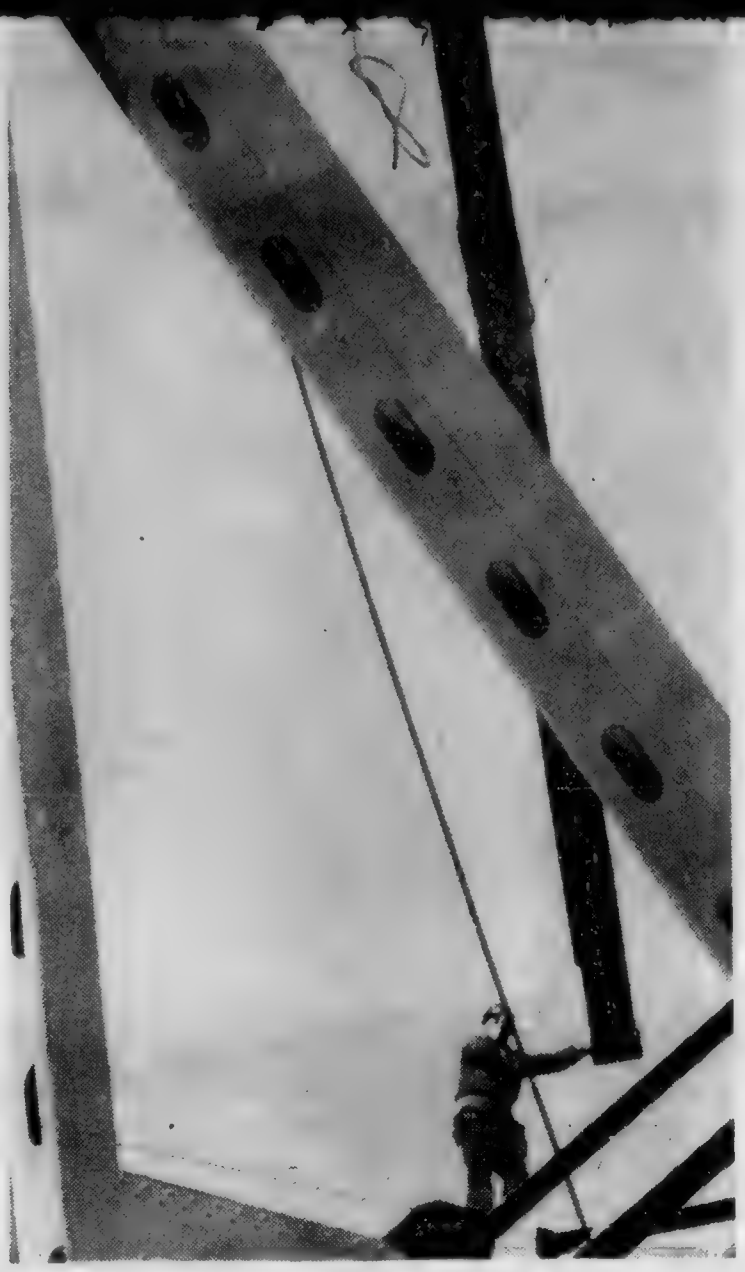
This compares with an average of 400 cars a day using the Astoria-to-Megler ferry which the bridge will replace. Within ten years, the department estimates, bridge traffic will be up to 1,200 cars a day on the average.

But even this figure is less than the number, for instance, of cars traveling each day over Route F between Eugene and the coast.

Even with a toll charge, the states of Oregon and Washington will have to come up with $1.1 million annually for the first ten years, and $750,000 a year after that to pay off the bridge bonds and their $13 million in interest. The states will split the cost, with Oregon paying the major share.

But, putting aside the controversy which seems forever destined to surround it, the bridge is an engineering colossus.

When finished, its length will rank its right along with the San Francisco-Oakland Bay Bridge and Michigan's Straits of Mackinac Bridge as this country's longes



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Robert Ellison

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When finished, its length will rank its right along with the San Francisco-Oakland Bay Bridge and Michigan's Straits of Mackinac Bridge as this country's longest.

The 1,232-foot continuous truss main span on the Oregon side will be longer than any other of its type in this country, except for the Mackinac's. Pilings to support its massive weight (up to 7½ tons for one of the three main trusses) are being sunk as deep as 250 feet into the sands beneath the Columbia's surface.

Some of the pre-cast concrete piers which will support the bridge superstructure are so huge that they had to be cast on barges at the point where they were to be put into the water. No crane would have been powerful enough to lift them from the shore onto a barge.

For the main piers the weight would have been too great even for barge pre-casting. So these are being poured inside huge cofferdams.

A motorist crossing the bridge will have the sensation of being on a modified roller coaster track. For the structure is actually three bridges in one.

At the Astoria end a steep circular approach ramp will carry Highway 101 traffic up onto the mile-long steel section, rising

Continued on Page 6

Robert Ellison

Conquering the Columbia

to 205 feet above the main Columbia shipping channel which passes close to the shore at that point.

Then the narrow (two 14-foot lanes, narrower than the average Eugene street) roadway will plunge downward to a point only 25 feet above the water. At this height it will run for some two miles on a viaduct over the Columbia's Desdemona Sands, a huge shoal named for a sailing bark which foundered there in the 1800s.

Near the Washington shore, the roadway will zoom upward again to 70 feet above a lesser-used shipping channel. Finally the road will come into Washington at a point a mile downstream from where the ferry now docks.

Bossing this massive construction job is Robert Ellison, a youngish-looking 37-year-old engineer. For five years a bridge engineer in the Eugene office of the State Highway Dept., Ellison is now special resident bridge engineer-in-charge of the biggest single project either he or the State Highway Dept. has even undertaken.

If he's in awe of the size of his job, Ellison doesn't show it.

Ellison took visitors out to the site of one of the two biggest concrete piers near the Oregon side not long ago and led them up a wooden ladder and along a narrow catwalk. Inside the giant cofferdam, 50 feet below—and 40 feet below the surface of the river which pressed in on the cofferdam's sides—two dozen men were at work, finishing off the top of the concrete "seal" upon which the piers will rest.

Water seeped in at spots along the cofferdam's sides, although it was relatively dry inside.

"There's a lot of men who won't work in there," Ellison shouted above the clatter of jackhammers. "The other day a leak showed up in one of the sides and the water started pouring in. You should have seen 'em scrambling for the ladders."

A job combining all the elements the Astoria bridge does is bound to have its dangers—above, on, and below the water.

One man has been killed—the project manager for the DeLong Corp., original holders of the main pier construction project. A crane knocked him into the water one night during a concrete "pour." His body never has been found.

DeLong provided the project with an engineering controversy to go along with the arguments over the bridge's ultimate worth. The Highway Dept. last April canceled the firm's $7.8 million contract, charging "willful failure or refusal" to perform the contract work.

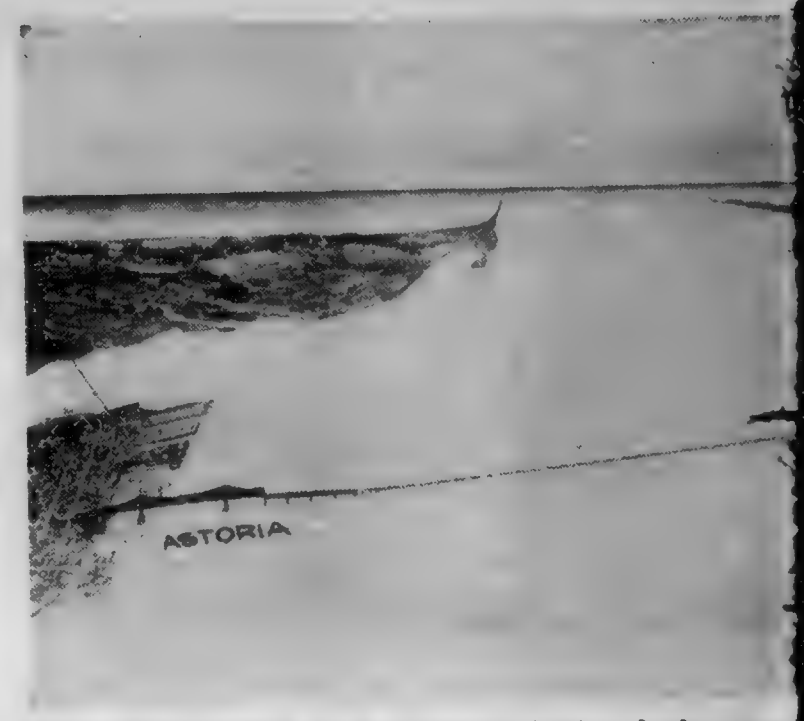
DeLong has countered with a lawsuit against the state. The battle remains to be settled in the courts.

Another firm has taken on DeLong's portion of the work. But Ellison estimates the controversy has set back the completion date a year from the planned 1965 opening.

But much of the causway and main channel construction work is completed. Ellison, who estimated the job is now between 35 and 40 per cent done, said he's optimistic about things from here on.

"We're on the downhill run now," he said. "I think all the problems are whipped.

"I mean the big ones."



This artist's sketch of the finished bridge looks towa

The main span juts off Astoria shore.

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Columbia

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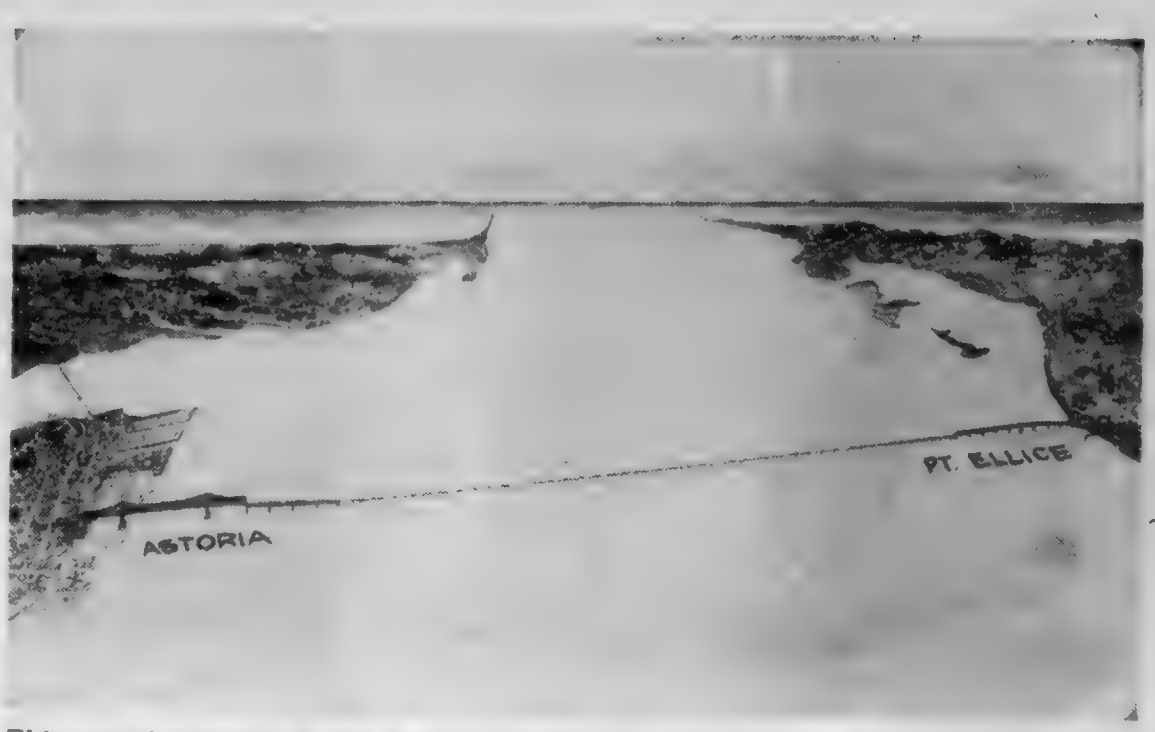

This artist's sketch of the finished bridge looks toward the sea.

The main span juts off Astoria shore.

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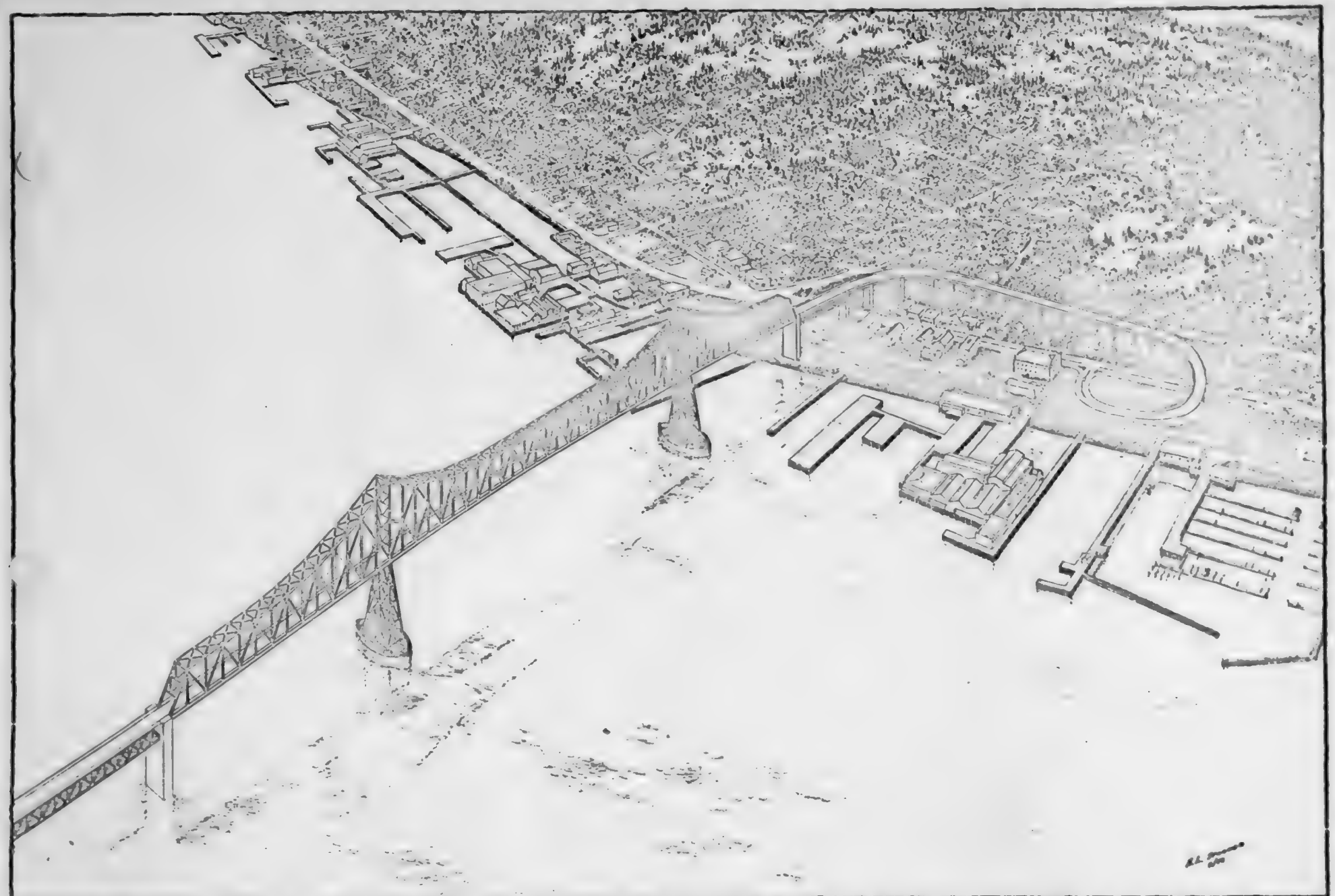
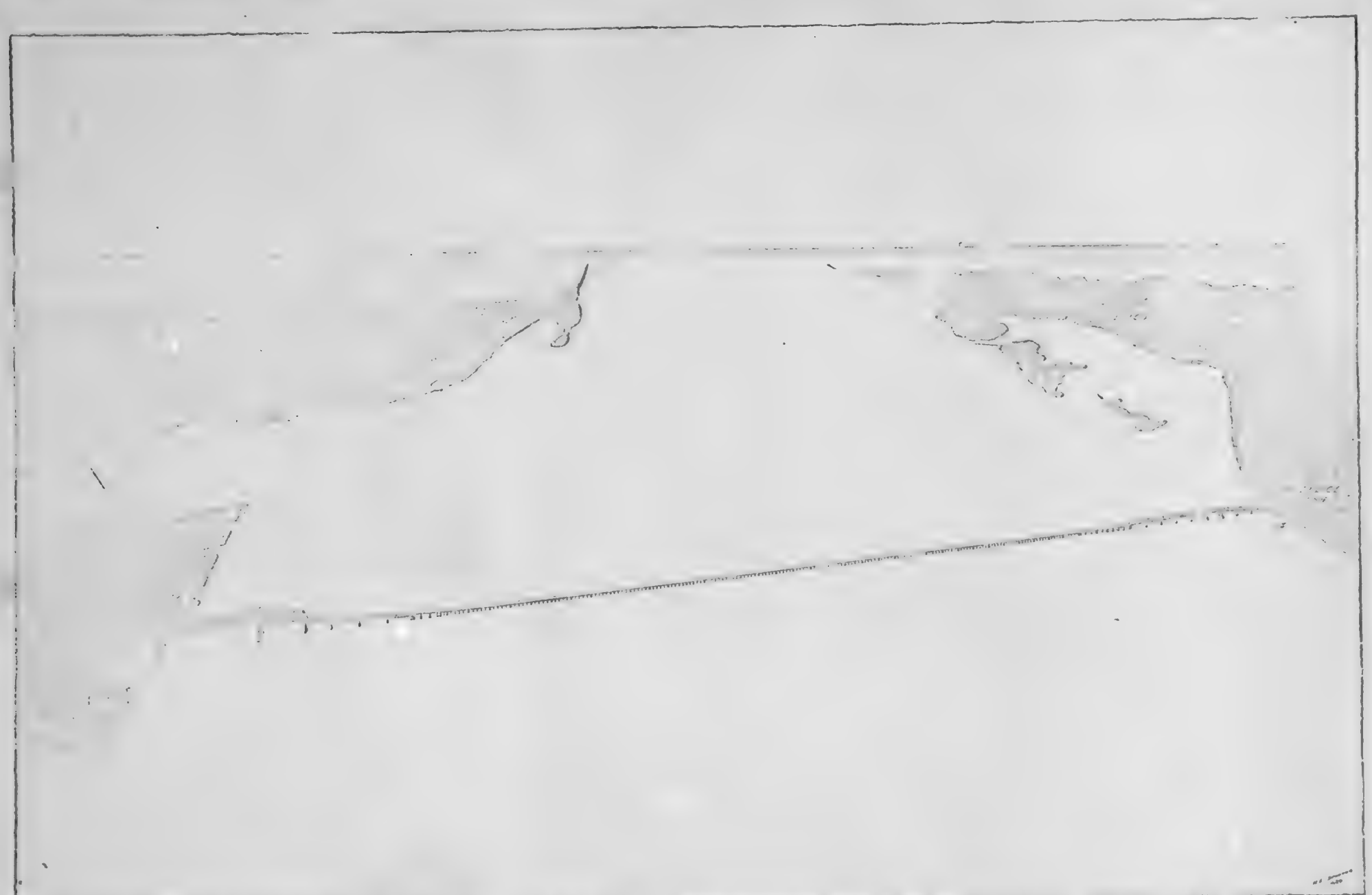


ASTORIA · BRIDGE · MAIN · CHANNEL · CROSSING



PROPOSED · COLUMBIA · RIVER · BRIDGE · AT · ASTORIA, · OREGON

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AUG 18 1964
FOR FILING

Salem, Oregon 97310
August 17, 1964

Seasickness Drugs

Mr. Robert Ellison
Resident Bridge Engineer
Astoria, Oregon

As you requested, a check was made into the possibility of furnishing drugs for employees who become afflicted with seasickness while working. It has been determined that this can be done and the simplest way would be for you to purchase the tablets locally and pay for them with a Field Purchase Order. This method of purchase has been orally approved by Mr. C. H. Maison.

Since seasickness drugs have strong side effects, particularly that of drowsiness and general dulling of the senses, extreme care will have to be exercised in dispensing the tablets. Driving a vehicle or climbing structures, after taking the drug, would be very hazardous. As we understand it, you are requesting the drug for two men on your crew who attend the underwater divers and who do not drive vehicles or climb up on structures.

The various seasickness drugs were discussed with members of the medical and pharmaceutical professions and they all agree that the most effective drug, with the least amount of side effects, is Bonim. More commonly known is Dramamine, which is less expensive but causes extreme sleepiness with some individuals and is not always as effective in overcoming the symptoms of nausea.

In order to get the greatest savings in cost, Mr. C. H. Maison recommended that you purchase a supply for your two men which will last them for the remainder of this season or until the project they are on is completed. But it might be well to ask what effect aging might have on the tablets before buying too large an amount.

If there is any way we can help further with this matter, please feel free to ask us.

Gene Huntley
Personnel Director

RS:gma:ls

cc: Mr. Ivan Merchant

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AUG 17 1964
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1964

SUBJECT: Columbia River Bridge at Astoria
Bridge No. 7949

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

Attention: Mr. D. J. Barbee
Asst. Construction Engineer

Attached herewith please find a communication dated August 11 from the Department of Natural Resources of the State of Washington indicating that we will have to file an application for an easement for the Columbia River Bridge northerly from the interstate boundary.

Will you please prepare the necessary easement and send it to the Department of Natural Resources to satisfy their legal requirements.

Ivan D. Merchant
Bridge Engineer

IDM/ms
Attached

cc: Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-423X 30M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

RECEIVED
AUG - 3 1964
FOR FILING

F 003 (1)
6268

R. L. Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 31, 1964

Walter J. Gross
District Contracts Manager
United States Steel Corporation
Illinois Building
520 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Gross:

Re: Astoria Bridge

I have your letter of July 6th, in which you request our consideration regarding an extension of time for performance and extra compensation for added costs, due to pier construction delays in the above project.

Please be assured that careful and intelligent consideration will be given to any request made by you as above requested. As stated by you, any added cost must have been reasonably incurred and adequately substantiated by accounts to be furnished us.

I might state that our Highway Commission must approve any requests made for extensions of time and payment for added costs, but I can assure you that their action will certainly be governed by the equities in the matter.

Very truly yours,

R. H. Lloyd
Chief Counsel

RHL:rp
cc: Forrest Cooper
R. L. Porter
J. O. Stephenson
Ivan Fergusson

NOTED
R. L. PORTER

RECEIVED
JUL 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 13 1964
FOR FILING

FORM E-20 SDM 3-63 63607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1964

To: Mr. Forrest Cooper
State Highway Engineer
O F F I C E

SUBJECT: Structural Steel Painting
Astoria Bridge Superstructure
Contract No. 6268
Marquam Bridge Superstructure
Contract No. 6332

Contracts for the steel superstructure of the Columbia River Bridge at Astoria, Contract No. 6268, and the steel superstructure for the Marquam Bridge, Contract No. 6332, are held by the American Bridge Division, United States Steel Corporation. The contracts are for fabrication and erection of steel superstructure, including painting and the completion of roadways, curbs, handrails, etc.

The American Bridge Division have rented a building on the Vancouver, Washington water front which has been converted to a paint shop for the steel painting on both of these contracts. The cleaning and painting of structural steel is under a subcontract by the American Bridge Division to Runnels Industries, P. O. Box 1129, Richmond, California, and Andrew Nesheim, joint venturers, Lynnwood, Washington.

On Tuesday, June 30, Mr. Walter Grosz, District Contracting Manager for the American Bridge Division, was in my office and informed me of a controversy between the Brotherhood of Painters, Decorators, and Paper Hangers of America, Vancouver Local No. 360, and the American Bridge Division subcontractor, which had stopped the cleaning and painting of structural steel on the above-mentioned contracts. Mr. Grosz volunteered the information that the controversy was in effect and had stopped cleaning and painting which in turn would stop field erection of structural steel in a very short time. However, he pointed out that this was a controversy between their subcontractor and the Painters Union in which the State was not involved in any way. No request was made by the American Bridge Division for any change in paint specifications or methods of application, and the point was made that no requests would be made for any changes in the specifications.

The point in controversy is a contract between the Union and paint contractors which requires all red lead base paints to be applied by brush rather than spray application. The subcontractor is using a combination of spray application and brushing out of the spray applied paint. However, the Union representatives claim this does not comply with their contract. I have been further informed that with the specification paint it is impossible to apply the paint by brush and obtain the specification millage thickness requirements, thus the necessity for the spray application with the brushing out of the spray applied paint.

NOTED
FORREST COOPER

Because of the extreme exposure a very stringent paint specification was written for the Astoria Bridge superstructure. The specifications for this bridge requires that all coats of paint shall each have a minimum wet film thickness of two (2) mils. Specifications further permit that the paint may be applied either by hand brushes or by spraying except that paint applied by spraying shall be completely brushed out immediately after the spraying, and this to be at the contractor's option.

Special provisions for the Marquam Bridge superstructure are identical with those for the Astoria Bridge except that there is no millage thickness requirements. The red lead paint specified for these projects has been in use by the Oregon State Highway Department since 1954.

Mr. Grosz called me from Portland by phone on Monday, July 6, and informed me that there had been no new developments in the controversy, and warned me that I should expect a call from representatives from the Painters Union requesting a change in the paint specifications. I did not receive the above-mentioned call and to date have had no contact with the Painters Union on this controversy. Mr. Grosz further informed me that time was becoming critical and that they were going to take steps to insist that their paint subcontractor live up to his subcontract agreements which provide that his operations must conform to the prime contract specifications. What steps he proposed to use were not revealed to me except that he would have to get the controversy settled in the very near future in order to complete the American Bridge Division's work.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson

RECEIVED
JUN 29 1964
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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F 447-1 (1.)
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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 25, 1964

American Bridge Division
Wilcox Building
506 S.W. Sixth Avenue
Portland, Oregon 97204

Attention: Mr. W.J. Gross
District Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Contract No. 6268
Your Reference: V-8562-70

Your letter of June 19, 1964, requests a meeting between members of your company and the Highway Commission to discuss problems on the superstructure contract of the Columbia River Bridge.

The date and time mentioned in your recent phone call is satisfactory to the Highway Department. The meeting will be held in the Highway Building on June 30, 1964, at 10:00 A.M., PDT. I am not sure in which room the meeting will take place; however, if you will come to my office on the third floor we will arrange for a meeting place.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
P. M. STEPHENSON

IDM:jm

cc: L.I. Lindas
P.M. Stephenson
R.L. Porter

NOTED
P. M. STEPHENSON

JUL 1 1964
STATE HIGHWAY ENGINEER

June 23, 1964

Mr. Ivan Marchant, Bridge Engineer,
Oregon State Highway Department,
Salem, Oregon

Dear Mr. Marchant:

On June 16, 1964 we presented to you a drawing, which shows six honeycombed beams of the structure of the Columbia River Bridge at Astoria. (Bridge #7949). We had a proposal to save these beams by test loading to a deflected position and patch them up with epoxy concrete in this loaded condition. After test load is removed this patch will be under compressive stresses as it is required for the bottom fibres. We had this proposal because all these beams have a same appearance and same camber as the other correct beams, without honeycomb. We also felt that the test load would be put on an uncorrected member and if this member would behave according to code and theory without patch it would indicate its structural soundness.

However, we would like to present our theory by calculated stresses. We would like to bring your attention to the fact that our calculations have a slide-rule accuracy and would represent more the theory than the final numbers.

From the structural drawings we know that the critical sections for honeycomb and patching are only the midsections of the beam because the bridge was designed for continuity for LL. and the end regions are compressed in the bottom of the beam anyway.

We calculated the stresses in the midsection of the beam after all losses occured and only the dead load of the beam acted as an external moment. This is shown as a typical prestress stress-diagram on the attached drawing. Then we are showing the present condition, 2" deep honeycomb on the bottom. (Note: for simplyfying we did not recalculate the section modulus for this smaller section because it would not effect too much the bottom stresses due to $\frac{1}{A}$ and $\frac{c}{I}$ WOULD INCREASE). As you will notice actually there is not much stress difference between the bottom fiber and 2" above.

Next step: test load beam to 0 stress at bottom fibre (we do not want tension in bottom. It is not allowed by code for bridges). According to our calculations this would occur at 1500 lb/ft uniformly distributed load, and this would cause a total of 1/2" deflection from the level position or 1-3/4" deflection from the original (present) position. At this test load the bottom would be in 0 stress, and the top in 2645 psi compression. This would be the position of the epoxy-concrete patching, which we would put on the beam after 24 hours of test loading.

The final condition indicates the test load removal and compression of the patch, which would be same as the actual prestressed section.

NOTED
P. M. STEPHENSON

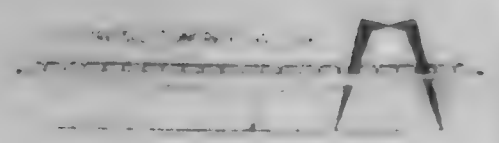
We think the theory is easy to follow because at test load the difference between the prestressed section and the patch is that in the prestressed section actually the concrete has a great tension which is balanced by the prestress force and the patch is actually nautral until the test load is removed when it becomes compresser.

Yours very truly,

George Lazalo,
Chief Engineer,
EMPIRE PRESTRESS, INC.

GL/is

CC to P. M. Stephenson
Ass't Highway Engineer
Oregon State Highway Dep't
Salem, Oregon.



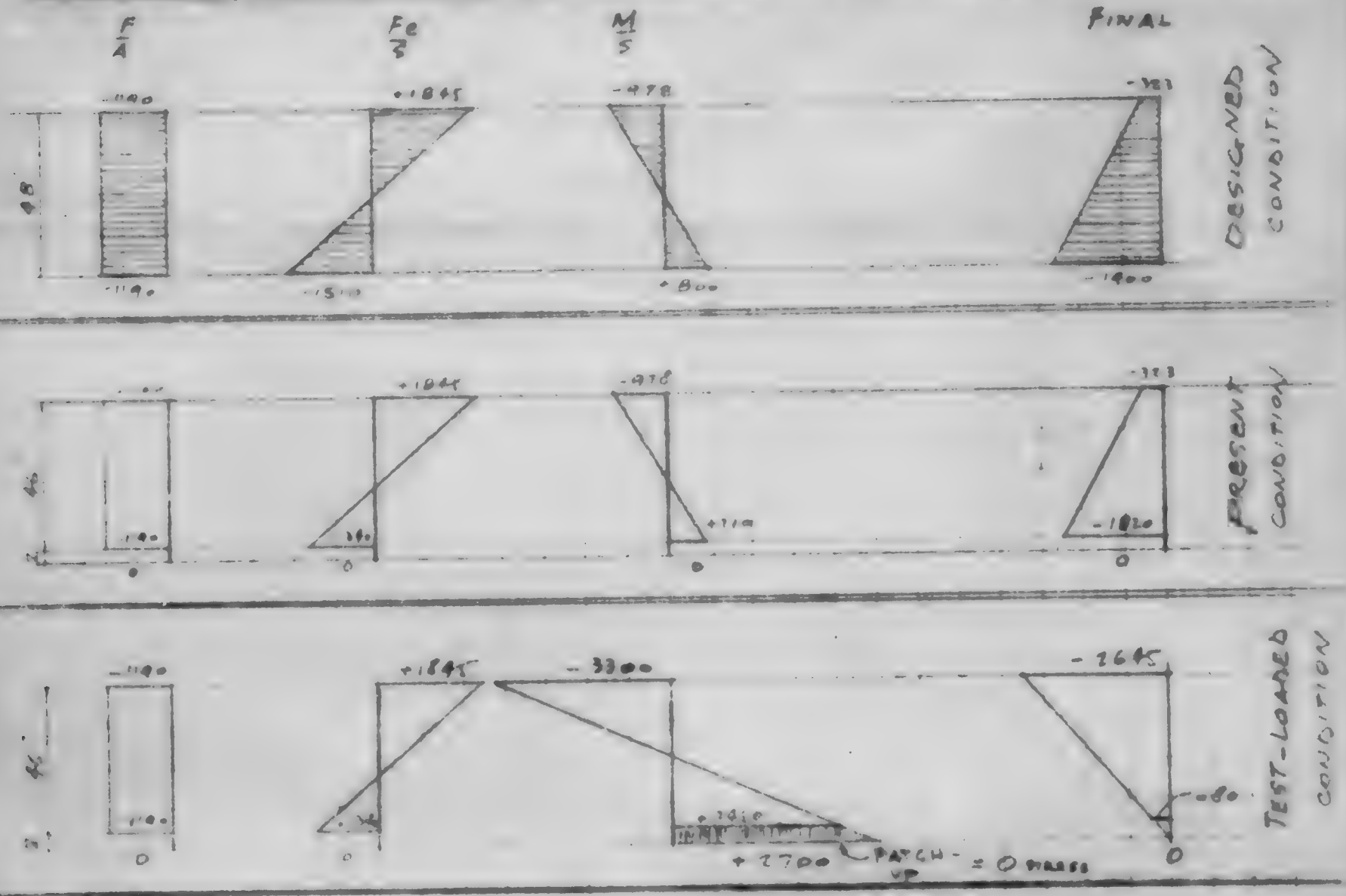
EMPIRE PRE-STRESS CONCRETE OF OREGON

N.E. 92nd AND HALSEY ST. • PHONE: ALpine 4-6535 • PORTLAND 20, OREGON

SUBJECT ASTORIA-MEGLER BRIDGE #7949 SHT NO. 1 OF 1

ARCHITECT or ENGINEER OSHD BRIDGE DIVISION PROJ. NO. 513

CONTRACTOR BEAM "B" ANALYSIS BY LASZLO DATE JUNE 23 '64



STRESSES SHOWN IN ℄ OF BEAM "B"

RECEIVED
JUN 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. I. D. Merchant

June 23, 1964

Original Signed By
M. E. Martin

08-35.6

By:
M. E. Martin
Acting Division Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Columbia River Bridge at Astoria
Oregon Project F-003-1(16)

Our Washington office has made one final suggestion regarding the design plans for this structure. They have asked that the recent information submitted titled "Tower Assembly and Loads for Maximum Leg Stress", be incorporated on Drawing 17747.

Please furnish us 5 prints of the drawing when revised.

cc Young
1-3-64

RECEIVED
APR 10 1964
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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6268

TO : Mr. Forrest Cooper, State Hwy. Engr.
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: April 6, 1964

FROM : A. W. Parsons
Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Oregon Project F-003-1(16)
Columbia River Bridge (Astoria) Superstructure

We have received a letter from our Washington office commenting on your letter of March 4, 1964. That office is still in the process of reviewing plans for the subject bridge and has an additional recommendation to make.

According to AASHO Article 1.6.102, diagonal horizontal bracing is required on steel towers of this type and they recommend that such bracing should be provided.

They also point out that the spacing of the perforated cover plates of the tower bracing does not conform to the AASHO specifications. It was acknowledged that the status of the job may be such as to not permit such revisions, which it is.

The Washington office indicates that they have checked the wind stresses in the tower members and are in close agreement with the stresses in the bracing members but not in the main legs. They would appreciate it if you would send a copy of the calculations of the stresses in the tower members for their reference and use.

You will recall that in their letter of December 10, 1963 the Washington office requested that the notes on sheet 15 be revised to specify the different design standards used to determine the thickness of the perforated cover plates. Since the matter of these cover plates has been settled, this change should now be made and copies of the revised sheets submitted to this office for transmittal.

NOTED
R. L. PORTER

RECEIVED
APR 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

Carbon copy to Merchant 4-7

cc Young 4-9-64

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FEB 24 1964
FORM E-20X 50M 5-63 49608
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1964

To: Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

SUBJECT: Columbia River Bridge at Astoria
Structural Steel Inspection
Contract No. 6268
Bridge No. 7949

Robert W. Hunt Company, Engineers, have been retained to make the shop inspection on structural steel for the Columbia River Bridge at Astoria.

This material is being fabricated in the Chicago area by the American Bridge Division plant at Gary, Indiana and the Allied Structual Steel Company in their plants at Hammond, Indiana; Clinton, Iowa, and Chicago, Illinois.

The Robert W. Hunt Company's main office is in Chicago, and this inspection is being handled out of their Chicago office.

May I have your permission to send Mr. Ed Rief to Chicago, Monday, February 24, so that he may spend the week of the 24th to the 28th, inclusive, in the above-mentioned structural steel plants in conjunction with the Robert W. Hunt Company. I believe this trip is necessary in order that inspection procedures be thoroughly explained to the Robert W. Hunt Company and their authority and responsibilities fully outlined.

Structural steel is now in the early stages, and I believe it is necessary to have Mr. Rief make this trip at this time. The estimated cost in connection with this trip is $390 which would be charged to the engineering cost of the structure.

May I have your concurrence in this matter to the end that Mr. Rief can leave Portland on February 24.

IDM/am

Ivan D. Marchant
Bridge Engineer

APPROVED

Deputy State Highway Engineer

cc: Mr. C. H. Maison

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MAR 12 1964
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Seattle Post-Intelligencer
The Great Newspaper of the Great Northwest
ESTABLISHED 1863

February 17, 1964

Mr. Victor D. Wolfe
Oregon Highway Department
Salem, Oregon

Dear Mr. Wolfe:

Thank you for the background material on the Astoria Bridge. Though you addressed the envelope properly, it was delivered somehow by the Post Office Department to the Frederick and Nelson Department Store! It ultimately reached me, in plenty of time for use in the story.

I enclose a clipping on the one story--the only one I plan to do on the bridge at this time. Your project engineer, Bob Ellison, was very kind and helpful.

If, as and when the dispute over who pays for removing and replacing the concrete plug for the pier is settled, I would appreciate being advised. Please also send me press releases on any other developments.

Cordially,

William Schulze
Reporter

NOTED
TRAFFIC ENGINEER

RECEIVED
FEB 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
VICTOR D. WOLFE

NOTED
CARL PLOS

RECEIVED
FEB 18 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
HARRISON J. BROWN

MIGHTY ASTORIA BRIDGE I

Another View Of Work On Astoria-Megler Bridge

HORIZONTAL STEELWORK shown above is truss to support concrete bridge deck out to where it will meet 2,414-foot steel cantilever span. Beneath and beyond bridge structure are buildings on Astoria waterfront and on hillside beyond. Vertical steel support under horizontal truss is temporary structure. So are supporting timbers for concrete work at left.

Dispute Mars Span Project

(Continued from Page 1.)

chosen by the Oregon Highway Department as special resident bridge engineer in

mix was all right, but som
thing must have gone wro
in the pouring. DeLong's p
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to 12 feet of river botto

A BRIDGE IS ON THE WAY

Megler Bridge

yond. Vertical steel support under horizontal truss is ure. So are supporting timbers for concrete work at left.

'DeLong Barges' In Operation

UNIQUE SELF-RAISING barges are shown at the site of the Columbia River bridge project. Barges, 80 by 160 feet, are floated into place, then raise themselves by jacking up four supporting legs. Barges can rise more than 200 feet by this method. The barges were developed by Col. L. B. DeLong.

Dispute Mars Span Project

(Continued from Page 1.)

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mix was all right, but something must have gone wrong in the pouring. DeLong's position is that scouring of 10 to 12 feet of river bottom

(Continued from Page 1.)

chosen by the Oregon Highway Department as special resident bridge engineer in charge of the Astoria project, estimates bridge completion will be delayed three or four months. Work started in November, 1962, and was to have been completed toward the end of 1965.

"The concrete in pier 109 is poor concrete," charges Ellison. "It is not within the requirements and specifications and has to be taken out."

Ellison said the concrete is the upper 15 feet of 20-foot-deep plugs at the bottom of two steel coffer dams near the north side of the main ship channel. Each coffer dam, of interlocking steel piling, is 45 by 88½ feet in area and extends down from the river surface 70 to 80 feet to the river bottom, depending on whether it is high or low tide.

CONCRETE IN the two plugs totals 4,000 cubic yards, weighing at 2 tons to the cubic yard, 8,000 tons. Ellison said his men found it possible to dig into this concrete with a shovel, and drive pipes into it.

The disputants disagree as to why the concrete is faulty. Ellison said the concrete mix was all right, but something must have gone wrong in the pouring. DeLong's position is that scouring of 10 to 12 feet of river bottom from around the plugs exposed them to the swift flow of the sometimes salty as sea water and always brackish river, sucking cement out of the mix.

THE RIVER did this scouring last August and September. The State Highway Department says enough of the scoured material has been replaced. DeLong says more scoured material should be replaced, that it does not want to pour the new plugs under the old conditions, which it protested before the original pouring was done.

In any event, Washington residents may rejoice that Oregon is building the bridge, to replace the Astoria-Megler ferries now owned by the State of Oregon and operated under lease by the Astoria Navigation Co.

ALL WASHINGTON has to do is build the bridge approach on the Washington side, and help meet any possible deficit between bridge tolls and cost of paying off bridge bonds principal and interest. Oregon is to pay the first $100,000 of any annual deficit, and Washington 40 per cent of any remaining deficit up to $200,000.

Astoria Bridge Approach

TOWERING 130 FEET above Astoria's Marine Drive is this concrete approach to upcoming bridge across Columbia River. Wooden timbers are falsework, which will be removed. View is toward the west on Marine Drive, a few blocks from Astoria's main business district.

Site Of Upcom

SKETCH SHOWS ENTIRE length of bridge under construct Oregon on the left and Washington at the right. Low porti (center) crosses Desdemona Sands, which sometimes are

(Continued from Page 1.)

chosen by the Oregon Highway Department as special resident bridge engineer in charge of the Astoria project, estimates bridge completion will be delayed three or four months. Work started in November, 1962, and was to have been completed toward the end of 1965.

"The concrete in pier 169 is poor concrete," charges Ellison. "It is not within the requirements and specifications and has to be taken out."

Ellison said the concrete is the upper 15 feet of 20-foot-deep plugs at the bottom of two steel coffer dams near the north side of the main ship channel. Each coffer dam, of interlocking steel piling, is 45 by 88½ feet in area and extends down from the river surface 70 to 80 feet to the river bottom, depending on whether it is high or low tide.

CONCRETE IN the two plugs totals 4,000 cubic yards, weighing at 2 tons to the cubic yard, 8,000 tons. Ellison said his men found it possible to dig into this concrete with a shovel, and drive pipes into it.

The disputants disagree as to why the concrete is faulty. Ellison said the concrete mix was all right, but something must have gone wrong in the pouring. DeLong's position is that scouring of 10 to 12 feet of river bottom from around the plugs exposed them to the swift flow of the sometimes salty as sea water and always brackish river, sucking cement out of the mix.

THE RIVER did this scouring last August and September. The State Highway Department says enough of the scoured material has been replaced. DeLong says more scoured material should be replaced, that it does not want to pour the new plugs under the old conditions, which it protested before the original pouring was done.

In any event, Washington residents may rejoice that Oregon is building the bridge, to replace the Astoria-Megler ferries now owned by the State of Oregon and operated under lease by the Astoria Navigation Co.

ALL WASHINGTON has to do is build the bridge approach on the Washington side, and help meet any possible deficit between bridge tolls and cost of paying off bridge bonds principal and interest. Oregon is to pay the first $100,000 of any annual deficit, and Washington 40 per cent of any remaining deficit up to $200,000.

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Site Of Upcomin

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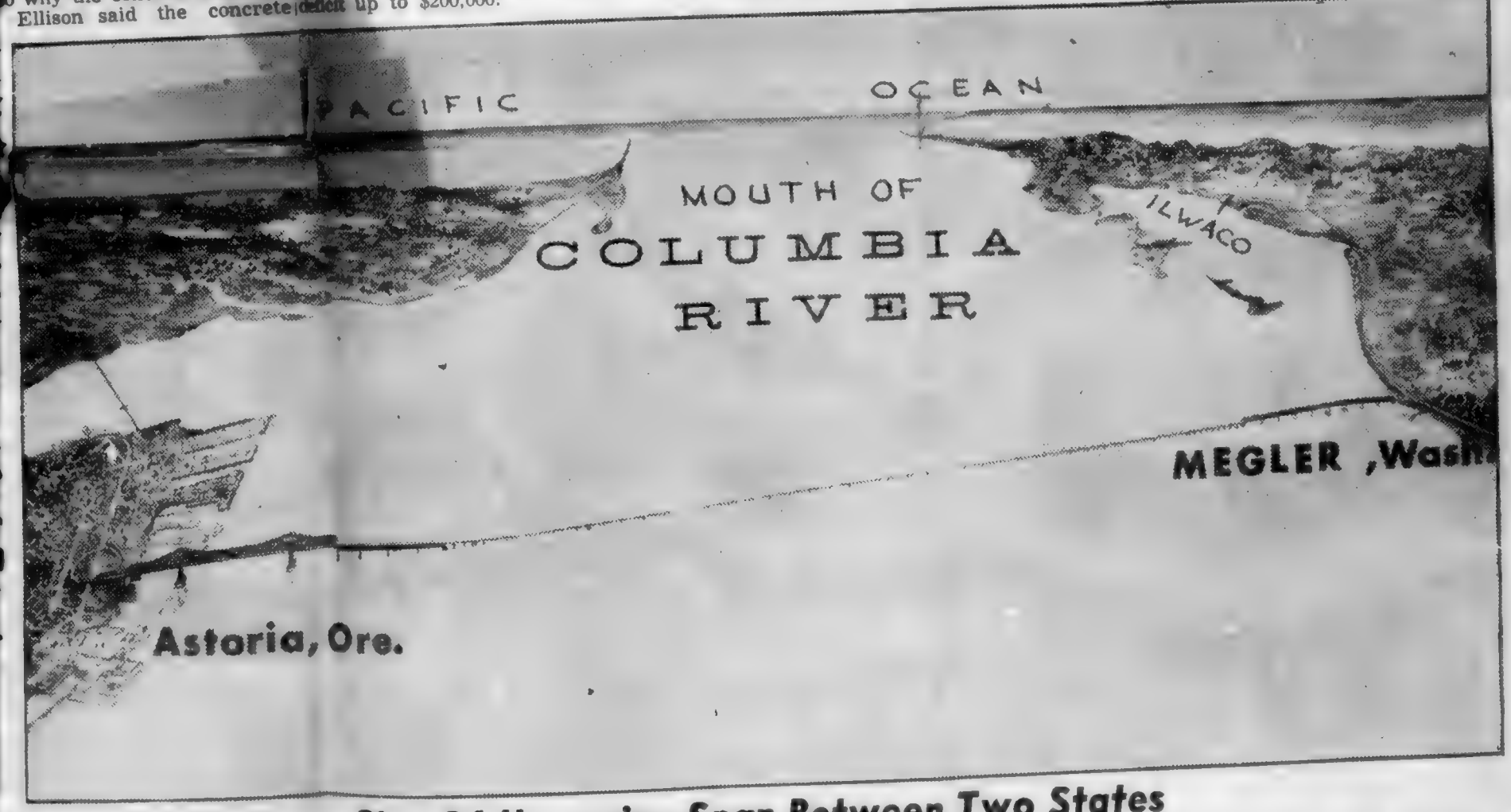
Piers Marching Toward Washington

CRANE BARGE AT WORK on bridge linking two states is shown in this photograph, together with piers stretching toward Washington State shore.
—(Post-Intelligencer Photos by Stuart B. Hertz.)



Site Of Upcoming Span Between Two States

SKETCH SHOWS ENTIRE length of bridge under construction between Oregon on the left and Washington at the right. Low portion of bridge (center) crosses Desdemona Sands, which sometimes are dry. Large cantiliver bridge is at left and lower steel bridge near Washington shore is over seldom-used ship channel. In background is mouth of the Columbia River, with Pacific Ocean beyond.
—(Oregon State Highway Department Drawing.)

101 YEARS OF SERVICE IN THE PUGET SOUND AREA

Seattle Post-Intelligencer

MAin 2-2000 — The Great Newspaper Of The Great Northwest — Established 1863

THE WEATHER

MOSTLY CLOUDY with rain. Chance of rain: 80 per cent. Highs, mid 40s; lows 32-38. Southerly winds 15-30 mph; few higher gusts. YESTERDAY'S WEATHER: High, 46; low, 41; precip., .27. Record low 17, Feb. 15, 1956. (Table, Page 47.)

SU
FI

VOL. CLXX. NO. 167 Published daily and Sunday and entered as second class matter at Seattle, Wash. SEATTLE, SUNDAY, FEB. 16, 1964 S★ PR

MIGHTY COLUMBIA BRIDGE IS ON W

NEW COLUMBIA RIVER BRIDGE ARMADA SURGES NORTH AT GLORIA

101 YEARS OF SERVICE IN THE PUGET SOUND AREA

Seattle Post Intelligencer

The Great Newspaper Of The Great Northwest

MAin 2-2000

Established 1863

SUNRISE FINAL

Published daily and Sunday and entered as second class matter at Seattle, Wash.

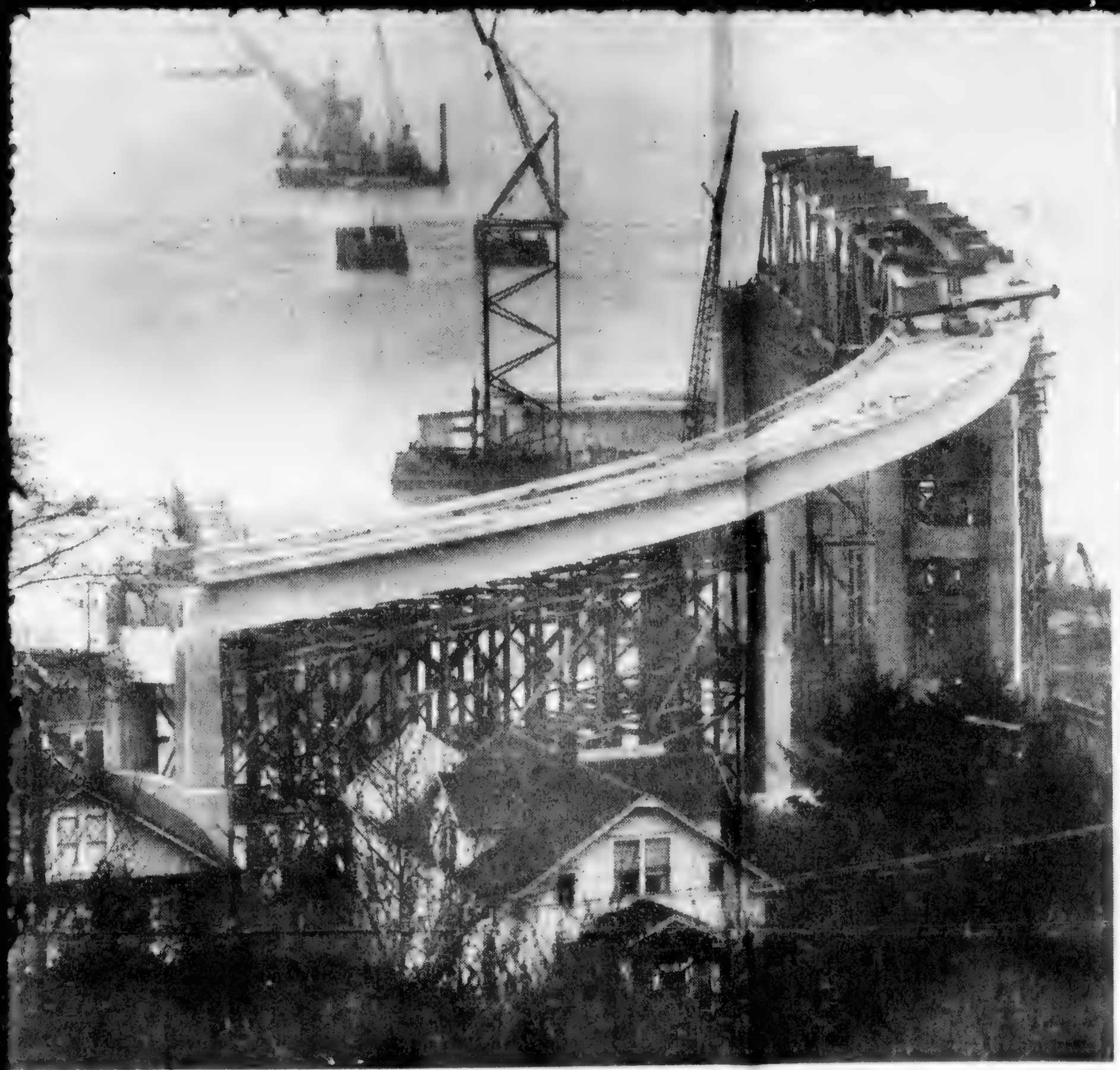
SEATTLE, SUNDAY, FEB. 16, 1964

$\star$

PRICE 20 CENTS

HTY COLUMBIA BRIDGE IS ON WAY

NEW COLUMBIA RIVER BRIDGE APPROACH CURVES NORTH AT ASTORIA



NEW COLUMBIA RIVER BRIDGE APPROACH CURVES NORTH AT ASTORIA
Sheet Steel Piling Marks Pier Where 8,000 Tons Of Concrete Must Be Replaced

—(Post-Intelligencer Photo by Stuart B. Hertz.)

Dispute Mars Astoria Span Project

BY WILLIAM SCHULZE
Post-Intelligencer Staff Writer

ASTORIA, Ore., Feb. 17—One of the pillars, not of the bridge society but to the proposed bridge across the Columbia River between Astoria [illegible] before the [illegible]

Sure [illegible] as a result of [illegible] engineers disagreed as the base of one [illegible] must be removed, the state Attorney General [illegible]

THE STEEL web [illegible] the largest steel [illegible] part, of the suspension [illegible] portion of the Oregon-Astoria Bridge across the mouth Columbia River [illegible] be removed and replaced by the United States [illegible]

DeLONG is preparing to do [illegible] contract at the next [illegible] seat. But, DeLong says, [illegible] the Oregon State [illegible] the state is to blame for [illegible] unsatisfactory concrete [illegible] the state must pay for [illegible] extra work. The state [illegible] DeLong must pay. The [illegible] will be broken up [illegible] water jets and [illegible] away.

The Oregon State Highway [illegible] DeLong's [illegible] executives had a session last week and another one this week [illegible] about resolving the dispute. Nobody knows for sure what the removal and replacement will cost but engineers' guess is $750,000.

ROBERT W. [illegible]

(Continued Page B, Column 4)

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FEB 28 1964
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FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 18, 1964

American Bridge Division
U. S. Steel Corporation
713 U. S. National Bank Building
309 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. Walter J. Grosz
Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Steel Erection
Contract No. 6268
Bridge No. 7949

By letter of January 27 you were directed to delay steel erection on Pier 170 of the Columbia River Bridge at Astoria until further notice by the State.

This is to confirm our telephone conversation of February 17 and the telephone conversation between your field superintendent and the project engineer, to the effect that steel erection may now proceed at Pier 170.

Completion dates for Piers 168 and 169 to permit of steel erection for the north half of the main channel span is indefinite at this time. The limits of steel erection northward from Pier 170 is the subject of investigation by the State with regard to wind stresses in the truss and torsional stresses in the tower before closure of the center span.

I believe this subject should be investigated by your Company to determine safe limits for steel erection northward from Pier 170 under the extreme wind conditions which obtain at Astoria. The results of our investigation will be sent you as soon as it has been completed.

Very truly yours,

IDM/mm

Ivan D. Merchant
Bridge Engineer

cc: Mr. P. M. Stephenson
Mr. George Stevens
Mr. R. W. Ellison
Mr. Ray Asburry

NOTED
P. M. STEPHENSON

RECEIVED
FEB 18 1964
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

February 11, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

ATTENTION: I. D. Merchant

A. W. Parsons
Division Engineer
Salem, Oregon

Signature stamped by
A. W. Parsons
Div. Engineer

Oregon Project F-003-1(16), Columbia River Bridge (Superstructure) at Astoria

On December 24, 1963 we sent you three copies of G. H. Williams' memorandum dated December 10, 1963 concerning the design plans on this project. Two additional copies are attached.

Mr. Williams' memorandum questions the procedure used in determining the thickness of cover plates on the portal and tower bracing. Also questioned are the design stress values shown for the tower legs.

We request that you furnish us with your comments concerning these questions and revised plans as may be appropriate.

NOTED
LLOYD P. SMITH

Orig to Merchant
with attachment
2-13-64

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JAN 29 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 27, 1964

American Bridge Division
U. S. Steel Corporation
713 U. S. National Bank Building
309 S. W. 6th Avenue
Portland 4, Oregon

Attention: Mr. Walter J. Gross
Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Steel Erection
Contract No. 6268
Bridge No. 7949

By letter of January 7 I informed you that the American Bridge Division could have physical possession of Pier 170 on January 20 for the beginning of steel erection.

I now regret to inform you that circumstances dictate that certain work be done on Pier 170 by State crews which may delay the beginning of structural steel erection. Work by the State crews on Pier 170 will begin immediately and be finished as expeditiously as possible.

As soon as the results of this work is known you will be advised definitely as to a starting date for steel erection on Pier 170.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/wm
cc: Mr. P. M. Stephenson
Mr. R. W. Ellison
Mr. Ray Asburry

NOTED
P. M. STEPHENSON

RECEIVED
JAN 14 1964
FOR FILING

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION
United States National Bank Building
309 S. W. SIXTH AVENUE
Portland 4, Oregon

January 13, 1964

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Subject: V-8562-70 Columbia River Bridge at Astoria
Steel Superstructure
Bridge No. 7949

Dear Mr. Merchant:

This will acknowledge your letter of January 7, 1964, giving us notice to proceed on January 20, 1964 with work at Pier 170 and the adjacent area. The period of time from when this Pier was to have been completed on October 31, 1963 to January 20, 1964 is a total elapsed time of 81 days.

On October 28, 1963 we advised you of delay of steel erection due to incompletion of Pier 170 and again on December 6, 1963 we advised of additional delay due to no completion of Piers 5 through 12 for north shore erection. Mr. R. W. Ellison, Project Bridge Engineer at Astoria acknowledged on December 11, 1963 our notice of intent to request a time extension at a later date. He also stated:

> "Normally, time extensions are not granted by the commission until actual need for same is apparent.
>
> Your request for extension of time, in accordance with Article 1.8.6, should be submitted approximately two months prior to the specified completion date for the work stage involved if said extension is actually required."

The intent of this letter is to again go on record that we shall ultimately ask for an extension of time when full results of these delays are determined. Only time can determine what the end result will be due to the completion delay of Pier 170 and the completion delays of Piers 5 through 12.

Yours very truly,

District Contracting Manager

NOTED
P. M. STEPHENSON

WJG/es
cc: R. W. Ellison
P. M. Stephenson ✓
C. C. Petersen
A. A. Porter
W. B. Hunter
G. P. Willard

RECEIVED
JAN 10 1964
COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 7, 1964

American Bridge Division
U. S. Steel Corporation
713 U. S. National Bank Building
309 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. Walter Gross
Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Steel Erection
Bridge No. 7949

Previous conversation with you have indicated your desire to start construction of Spans 169 and 170 falsework immediately south of Pier 170 in January.

This is to advise you that you will be permitted to take possession of Pier 170 and the adjacent area necessary for your operations on January 20, 1964 for the beginning of steel erection.

The DeLong Corporation, contractors on the substructure contract, are being advised of the above-mentioned date so that their work may be coordinated and completed in the area prior to January 20.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/ms

cc: Mr. R. W. Ellison
Mr. Ray Asburry
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
JAN 13 1964
[illegible]

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JAN 7 1964
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MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-003-1(15)
6167

Cross Referenced To:
Dib copy
a-lm
W.C. Unit
Wa. Dept
Navig.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 3, 1964

H2/135/641
Ser. oan-1637

1867

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Dear Sir:

Re: Columbia River Bridge at Astoria
Removal of Channel Obstructions

Previous permits have allowed the construction of triangulation towers and a test pile cluster in connection with the construction of the Columbia River Bridge at Astoria.

On about November 1, 1963 the test pile Light "A" (LL 1582.2) and triangulation tower Light "D" (LL 1582.8) were removed in their entirety.

I am enclosing completed copies of CG-2554 covering the removal and discontinuance of these obstructions in the Columbia River. Triangulation tower Lights B and C will be needed for construction until the Fall of 1964.

Thirty days prior to the removal of these lights your office will be informed of the proposed removal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Asst. State Highway Engineer

Enclosure
IDM/mm
cc: Mr. R. W. Ellison
Bridge Division

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

H2/135/641
Ser. oan-1637

REFERRED TO Edwards DEC 20 1963
BY DEPUTY STATE HIGHWAY ENGINEER

State of Oregon Highway Department
Highway Office Building
Salem, Oregon

Gentlemen:

During a recent inspection of your lights it was noted that two of your private aids to navigation, known as Test Pile Light A (LL 1582.2) and Triangulation Tower Light D (LL 1582.8), used in the construction of the Astoria-Point Ellice Bridge, have been discontinued.

Information is requested as to whether the entire structures have been removed to ground level; which structures have been removed; which structures are planned to be removed, and when. This office should be advised prior to any change in any of the structures or lights, in accordance with Code of Federal Regulations 33-66.01, excerpts of which are enclosed as part of application form (CG-2554) for establishing and disestablishing of aid. Please complete these forms and return them at your earliest opportunity.

Sincerely yours

E. F. WALSH
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
CG-2554

NOTED
G. D. ANDERSON

RECEIVED
DEC 23 1963
OREGON
STATE HIGHWAY COMMISSION

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DEC 27 1963
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 26, 1963

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Columbia River Bridge at Astoria
Steel Superstructure
Federal Aid Project No. F-003-1(16)

U. S. Steel Corporation started work on the above project on December 16, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc C.H. Malson
L.H. Young
D.B. Parkes
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
NOV 18 1963
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 15, 1963

American Bridge Division
U. S. Steel Corporation
309 S. W. Sixth Avenue
Portland 4, Oregon

Attention: Mr. W. J. Gross
District Contracting Manager

Gentlemen:

Columbia River Bridge at Astoria
Contract No. 6268
Bridge No. 7949

Your letter of October 28 brings up the general situation of pier construction and timing for steel erection on the Astoria Bridge.

I have deliberately delayed answering this letter until I could be more definite as to the progress of pier construction. At the present time it would seem that Pier No. 170 would be completed by November 30 except for fender construction and that all work on the concrete box girder spans would be completed by December 20.

I believe you will be able to follow your revised construction schedule, for the erection of the deck truss between Piers 171 and 172, which is to begin falsework the latter part of December or the first part of January. It would seem that falsework for the main span erection southerly from Pier 170 could also be begun in December.

Before any work is done in the vicinity of Pier 170, I would appreciate approximately two weeks notice from you so that the substructure contractor can be informed that we are taking over this area for steel erection. You must understand that the above dates are approximate and are contingent upon the contractor continuing on his present work schedule.

At this time it would seem that the middle of February 1964 would be the earliest time for completion of Piers 5 and 6 on the North shore with Piers 7 to 12, inclusive, scheduled for completion at about two-week intervals thereafter.

Because of the uncertainties in length of delay to you by the substructure contractor it is not possible to give you an extension of time at this time. Upon the completion of your contract, consideration will be given to an extension of time equal to the number of days you have been actually delayed in starting your work.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/vm

cc: Mr. P. M. Stephenson
Mr. R. W. Ellison
Mr. Ray Asburry

NOV 15 1963

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SEP 1 1963
FOR FILING

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

F- 6268

September 9, 1963

American Bridge
Div. U.S. Steel Corp.
525 William Penn Place
Pittsburgh 30, Pa.

Attention: Mr. C. W. Waggoner

Gentlemen:

I have your letter of August 29, 1963, as well as your insurance letter of same date.

This is to advise you that the insurance letter as amended is acceptable to the S.P.& S. Railway for the work American Bridge is now doing for the Oregon State Highway Department at Astoria, Oregon.

Very truly yours

(Signed) H. F. Moy
Chief Engineer

HFM-o

cc-Oregon State Highway Dept.

RECEIVED
SEP 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
SEP 10 196.
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 1963
FOR FILING

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 5, 1963

6.68

SUBJECT: Reinforcing Steel - Astoria Bridge
Sampling and Inspection

To: Ivan Merchant
Bridge Engineer
Office

Phone calls to Olympia and Seattle revealed the following information concerning sampling and inspection of reinforcing steel produced by the North West Steel Company, Seattle, for the Astoria bridge project.

Five shipments were made prior to receiving the inspection request made by this office to the Washington Materials Division. This request was dated August 29 and was made on receipt of first information of the source of material. The shipments were made August 26, 27, 29 (2), and 30. The five shipments comprised 92.431 tons of numbers 4, 5, 8, 9, 11, and 14 bars. The shipments are covered by certified mill analyses showing composition and physical test results. The shipments are further covered by Inspection Reports issued by the Washington Materials Division indicating the size, length, weight, and heat numbers of each shipment along with indication of witnessing the physical testing procedure. The bars tested in the witnessing may or may not be included in the heat numbers shipped. The producing mills have a standing order from the Washington Materials Division to the effect that no shipment of steel is to be made for highway use without prior notification to the State inspector. The inspector therefore had knowledge of the shipments to Oregon.

The above procedure of certified mill analysis and physical test covering the sizes and heat numbers indicated on the inspection report, along with indicated inspection of lengths and weights, and test witnessing, is used by the State of Washington for all reinforcing steel incorporated in highway and bridge construction.

Such procedure is considered by this office to result in sufficient evidence of materials specification compliance. Certification of material compliance will be made to the Bureau of Public Roads by this office on the basis of such documentation above described and properly completed.

Should the Resident not be satisfied of material conformance, sample bars should be cut at his direction, either at the point of delivery or at the mill prior to shipment. Such samples as he may choose to cut will, of course, be tested by this laboratory at his request.

G. W. HARRA
Engineer of Materials
by

O. A. WHITE
Asst. Engineer of Materials

OAW:mrn

c.c. Tom Edwards
R. W. Ellison

SEP 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Stephenson

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO :Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: August 19, 1963

T. Dec

FROM :T. Dec, Assistant Division Engineer
08-35.0 Salem, Oregon

SUBJECT: Oregon Project F-003-1(16)
Columbia River Bridge at Astoria
Inspection of Structural Steel

The agreement with Robert W. Hunt Company for shop inspection of structural steel on the subject project is approved effective August 6, 1963 in accordance with the request in Mr. Merchant's August 8, 1963 letter.

NOTED
P. M. STEPHENSON

RECEIVED
AUG 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1963

FORM E-122X SUM 8-62

COMMISSIONERS
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WASCO
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PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FILED
5291
1265

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 19, 1963

Mr. Don C. Flaxel
Attorney at Law
Post Office Box 547
North Bend, Oregon 97459

Dear Mr. Flaxel:

Your File No. 5291

This is in reply to your August 15 letter. Three contractors are engaged in the construction of the Columbia River Bridge at Astoria, as listed below:

On the piers:

De Long Corporation
29 Broadway
New York, New York

On the Desdemona Sands Viaduct concrete work:

J. H. Pomeroy & Company, Inc.
and
Ben C. Gerwick, Inc.
755 Sansome Street
San Francisco 11, California

On the steel superstructure:

United States Steel Corporation
309 S. W. 6th Avenue
Portland 4, Oregon

A contract for the Oregon approach is yet to be awarded.

The Oregon side of this bridge is in Clatsop County and in the city of Astoria.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
P. M. STEPHENSON

By ORIGINAL SIGNED
R. L. PORTER
R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. P. M. Stephenson

RLP:ms

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
660 CALIFORNIA STREET
POST OFFICE BOX 347
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL

TELEPHONE
756-4137

August 15, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Could you please supply me with the name and Oregon address of the contractor who is in charge of building the bridge over the Columbia River from Astoria to Washington. Also is the Oregon side of this bridge located in Clatsop County? If not, in which county is it located.

I would greatly appreciate your prompt reply.

Yours very truly,

BEN C. FLAXEL

BCF:bs

P.S. In replying would you please refer to our File No. 5291.

FORM 1810

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AUG 8 - 1963
FOR FILING
H. F. MOY,
SECRETARY
CHIEF ENGINEER
6367

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

August 2, 1963

RECEIVED
AUG - 1963
CHIEF ENGINEER

American Bridge
525 William Penn Place
Pittsburgh 30, Pa.

Attention: Mr. C. W. Waggoner
Industrial Relations Dept.

Gentlemen:

I have your letter of July 11, 1963, in reply to my letter of June 7th as to Railroad Protective Liability Policy to be furnished as required by the requirements and specifications of your contract with the Oregon State Highway Department for the construction of the steel superstructure of the Astoria-Point Ellice Bridge over the Columbia River.

This matter of railroad protective liability insurance has been placed before our Legal Department as well as our Claim Department. It is their opinion that insurance should be provided by the contractor as set out in the agreement. You mention in your letter that such a policy would be a considerable expense which is the reason you wish to self-insure on this particular project. I believe it is fair to state that when any contractor is bidding a contract and has the specifications in front of him, any expenses of this type are usually covered in his bid price for the entire job.

NOTED
R. L. PORTER

The S.P.& S. Railway, therefore, requests that you furnish insurance as provided in your contract with the Oregon State Highway Department.

Very truly yours

(Signed) H. F. Moy

Chief Engineer

HFM-c
cc-Mr. Forrest Cooper
State Highway Engr.
Salem, Oregon

NOTED
P. M. STEPHENSON

RECEIVED
AUG - 5 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2 - 1963
FOR FILING

FORM E-30X 50M 3-62 48606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1963

To: MEMO TO THE FILES

SUBJECT: Agreement with City of Astoria
Oregon Approach, Columbia River Bridge
and Columbia Ave.-Hamburg Ave. Section

On this date a telephone conversation was held between William Cunningham, Astoria City Manager, and myself regarding the agreement between the City and the State Highway Department concerning the construction of the subject project. The main topic of conversation was the construction of Kingston Avenue.

Mr. Cunningham stated that he was aware that the Tidewater Oil Company was asking $31,000 as damages to establish access for facilities of their plant should Kingston Avenue be moved to the easterly side of their plant. Mr. Cunningham stated that this matter was to come before the City Council to be held on Monday, July 1, at which time the Council would make a decision on whether they would proceed with the relocation of Kingston Avenue or let us revert to the original "S" curve plan.

A meeting was established for Tuesday, July 9, at 1:30 P.M., between the City Manager, a representative from the City and County Division and the Division Office to meet in Astoria to prepare an agreement which would be presented to the Astoria City Council at their meeting on Monday, July 15.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. R. L. Porter
Mr. L. P. Shaw
Mr. Ivan Merchant
Mr. F. D. Morgan
Mr. W. T. Wright
Mr. H. S. Cox

NOTED
R. L PORTER

RECEIVED
JUL 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1963

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr. DATE: June 17, 1963
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
08-35.0 Salem, Oregon

SUBJECT: Oregon Project F-003-1(16)
Columbia River Bridge (Astoria)
Inspection of Structural Steel

Mr. Merchant's May 21, 1963 letter requested information on the Law Engineering Testing Company of Atlanta, Georgia. Our Washington office comments as follows regarding both the Law Engineering Testing Company and inspection of structural steel on the subject project.

"The Law Engineering Testing Company apparently was formed about 1948 to perform soils investigations and soils testing services. They have operated principally in the past in the soils field in Alabama, Georgia, and Florida, although we understand they also have recently done shop inspection work for the States of Kentucky and Georgia which included radiographic inspection of welds. We presume the State has a brochure of the company.

We believe the inspection of the structural steel of the subject project is of primary importance and since there are a number of different steels involved, both welded and riveted work of large members, we believe it would be most proper that the State obtain the best and most competent services available. Further, we believe that price should not necessarily be the only determining factor in selecting inspection services for this structure and we would suggest that the State determine the qualifications and availability of the inspecting personnel which will do the inspecting prior to any award of inspection contract.

Other than this, we have no knowledge of this company and suggest that the State make its own investigation concerning the experience and capabilities of the firm as related to their competence to handle the job under consideration."

NOTED
P. M. STEPHENSON

RECEIVED
JUN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

F-003-1(16)

6268

CROSS REFERENCE SHEET

Name or Subject

File No.

Regarding Petition re the naming of the bridge being constructed at Astoria. "The Astoria Bridge".

Date 6/14/63

SEE

Name or Subject ADMINISTRATION
Names

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

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FORM 1810

RECEIVED
JUN 17 1963

FOR FILING

H. F. MOY,
SECRETARY
CHIEF ENGINEER

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

RECEIVED
SPOKANE PORTLAND AND SEATTLE RY
- 1963
FOR FILING

FORM 1012

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

June 5, 1963

H. F. MOY,
SECRETARY
CHIEF ENGINEER

6268

Mr. R. L. Porter
Deputy State Highway Engr.
State Highway Department
Salem 10, Oregon

Dear Mr. Porter:

I refer you to your letter of May 17, 1963, relative to drawings and descriptions submitted with your letter covering ground needed at Astoria, Oregon, by the Oregon State Highway Department for the construction of the Columbia River Bridge.

In drawing up the easement for Parcel #1 in favor of the State we will reserve the right to construct additional trackage across the easement area. As to the temporary easements, namely Parcels #2 and #3, these can be incorporated in our construction agreement. Handling in this manner would avoid the necessity of later obtaining a release from the State in order to clear them from County records. We see no reason why the easement for Parcel #1 cannot be granted prior to time construction agreement is prepared.

We will now prepare a construction agreement covering this particular project and hope to have same to you for your signature within a short time.

Very truly yours

H. F. Moy
Chief Engineer

HFM-o

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1963

SUBJECT: Concrete Testing Machine
for Astoria Bridge

To: Tom Edwards
Ass't. State Hwy. Eng'r.
Office

I have contacted Mr. Ellison at Astoria concerning the transfer of our old Southwark compression machine for testing concrete cylinders at the jobsite. It would appear to be an opportune time for the transfer since the Resident is in process of moving a metal garage, purchased with the right of way, to a new location for use as a materials laboratory.

The proposal was left that the concrete floor would be poured very soon and that provision for setting the machine in a suitable pit would be made. Mr. Ellison is to make arrangements for the moving.

This proposal removes the need for buying a new machine at the present. A capping machine and a concentric ring plate will have to be purchased however. The order for this equipment is attached. The capping machine is new equipment and would have to come out of the equipment budget. The base plate, however, is replacement and should not appear to be charged to new equipment.

Ed Rief was also contacted concerning a testing machine. The freight cost on cylinders to Salem during 1962 was over $1700.00. The proposal to move the Southwark from Astoria at completion of its use there would entail nearly the cost of a new small testing machine in freight charges from Portland during the interim. An order for a suitable testing machine is being prepared. This order will be delayed a sufficient time interval so that the charges can be placed against the equipment budget effective July 1. Room for the equipment in Portland or Milwaukie would not appear to be a problem.

Provision for controlled curing will be discussed with Ed Rief shortly.

* Dispensing Pet only

O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

RECEIVED
MAY 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Approved 5/17/63
ASST. STATE HWY. ENGR.

RECEIVED
MAY 13 1963
FOR FILING

I - 1(16)
6267

May 13, 1963

Mr. James H. Polhemus
Willamette Tug & Barge Co.
Foot N. Portsmouth Avenue
Portland 3, Oregon

Dear Sir:

On May 25, 1962, the Highway Commission awarded a con tract for dredging the Astoria Ferry Channel. On June 6, 1962, the dredge "Natoma" was moved into position and started dredging operations about 7:00 P.M. on the same day. Dredging operations continued from June 6th working 24 hours daily except for two shifts on Sunday, June 10th. All dredging was completed late Friday, June 15, 1962, after approximately 200 hours of operation.

The contract called for 128,500 cu.yds. of excavation and the contractor was paid for 132,000 cu.yds.

The length of the contract was approximately 0.62 mile and called for a channel 250' wide with 3:1 slopes and -17.0' below mean lower low water datum (U. S. Army Engineers).

On June 2, 1960, a dredging contract was awarded for dredging this same channel only to an elevation of -15.0 feet. This contract called for 100,000 cu.yds. of excavation and the contractor was paid for 93,700 cu.yds. The dredge "Natoma" was also used on this contract for a total of 115 hours of continuous pumping between June 13, 1960 and June 19, 1960.

Our records show one other contract in 1958 for dredging this channel. Since 1958, it has been necessary to clean out the channel approximately every two years, apparently due to a change in river current. Prior to 1958, the channel had not been dredged since the Highway Department purchased the ferry in 1946.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:jb
cc: L. P. Shaw
Tom Edwards

Hydraulic & Bucket Dredging • Marine Construction • Piledriving • Submarine Pipelines, Intakes and Outfalls • Land Substructures

WILLAMETTE TUG & BARGE CO.

FOOT N. PORTSMOUTH AVENUE PORTLAND 3, OREGON

BU 9-5511 – 24 HOUR ANSWERING AND 2-WAY RADIO DISPATCHED SERVICE

"HELPING BUILD THE WEST SINCE 1925"

May 2, 1963

Forrest Cupper

REFERRED TO Stein
DEPUTY STATE HIGHWAY ENG.

State Highway Commission
Salem, Oregon

Gentlemen:

We are interested in the dredging problem of dredging a channel across the upper end of Desdemona Sands for the Astoria Bridge and would appreciate getting the following information from you, if you can give it to us:

About two years ago you re-dredged the channel for the Astoria-Megler Ferry, which dredging was done by the Port of Astoria's dredge NATOMA. We would like to know the number of cu. yds. paid for. The bidding specifications called for 90,000 cu. yds. but we understand the yardage to complete the job ran over this. Can you supply the number of dredging days, as well as the starting date and the completion date?

We would also like to have any comments that you might care to make as to how long such a channel (we propose to dredge 150' wide x 12' deep) will hold up before we would experience much shoaling.

Thanking you for any information that you can give us, I am

Date

Yours truly,

WILLAMETTE TUG & BARGE COMPANY

RECEIVED
MAY 6 1963
OFFICE ENGINEERING
DIVISION

James H. Polhemus, Jr.

James H. Polhemus

JHP/lml

RECEIVED
MAY 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 3 1963
OREGON
STATE HIGHWAY COMMISSION

Mc
R/D sept 19

Ship Assisting • Towing • Land and Water Cranes • Barging • Marine Salvage
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck – Rail – Barge Delivery

RECEIVED
MAY 21 1963
FOR FILING

May 10, 1963

U. S. Steel Corporation
309 S. W. 6th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, conditionally accepted your proposal for the Astoria Bridge Steel Superstructure, Columbia River Bridge in Clatsop County, Oregon, and Pacific County, Washington, for the sum of $10,121,862, and referred it to the State Highway Engineer with authority to award the contract when approval had been received from the U.S. Bureau of Public Roads and the Washington State Highway Department.

Such approval has been received from these two agencies, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6268.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: R. L. Porter
L. I. Lindas
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Public Relations
Pacific Builder and Engineer, Inc.
Daily Journal of Commerce, Portland
Daily Journal of Commerce, Seattle
Frank Morgan
Oregon Portland Cement Company, Inc 111 S E Madison, Portland 14,

J Mc C.

RECEIVED
MAY 13 1963
FOR FILING

FORM CO-107 (4-22-59)
(FORMERLY A.O. 2610)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

F (16) - 1 (16)

TO : Forrest Cooper, Oregon State Highway Engr. DATE: May 10, 1963
Salem, Oregon
W. A. Bugge, Washington State Director of Highways
Olympia, Washington

FROM : A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon-Washington Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure

As requested in Mr. Cooper's letter of April 25, 1963, we hereby concur as of this date in the award of Contract No. 6268 to United States Steel Corporation of Pittsburgh, Pensylvania, low bidder in the amount of $10,121,862.00 at the April 23, 1963 bid opening.

NOTED
LLOYD P. SHAW

NOTED
R. L. PORTER

RECEIVED
APR 26 1963
FOR FILING

F-003-1(16)
C.261

April 25, 1963

Mr. A. S. Parsons
District Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Reference is made to the bids received on April 23 for the construction of the steel superstructure on the Columbia River Bridge at Astoria, Bridge No. 7949, FAP-003-1(16).

The U. S. Steel Corporation presented the low bid of $10,121,862. The second low bidder was John F. Beasley Construction Company of Chicago with a bid of $10,589,498.50. The third low bid of $11,175,000 was offered by Murphy Pacific & Association of California. Two other bids were received.

The low bid of $10,121,862 was $2,329,726.50 over the Engineer's estimate of $7,792,135.50.

All of the bids were from large reputable contractors, all capable of constructing a structure of the magnitude of the Astoria Bridge.

A study of the Engineer's estimates convinces us that they were low. The estimates reflected the bids being received both in Washington and Oregon for steel structures but, as shown by the bids received, not for structures of the magnitude of the proposed bridge.

The five bids received were from prominent, well qualified, nationally known contractors. The relatively close bidding ranging from a low of $10,121,862 to a high of $11,941,847.36 indicates that the cost of building the structure lies within that range.

The Oregon State Highway Commission has awarded the contract to the low bidder subject to the concurrence of the State of Washington and the U. S. Bureau of Public Roads.

The State of Washington has agreed to the acceptance of the low bid of $10,121,862 of the U. S. Steel Corporation.

It is requested that the Bureau of Public Roads concur in this award. I would appreciate it if this matter could be expedited.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
P. M. Stephenson
Lloyd P. Shaw
L. H. Young
C. H. Maison

PMS:hlb bbc

FORM E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 25, 1963

U.S. Steel Corporation
309 S.W. 6th Avenue
Portland 4, Oregon

Contingent upon approval by the U.S. Bureau of Public Roads and the Wash State Hwy Dept

Gentlemen:

The State Highway Commission on April 25, 1963, accepted your bid in the amount of $10,121,862.00 for the Astoria Bridge Steel Superstructure, Clatsop County, Oregon, and Pacific County, Washington, which was the low bid received for that job on April 23, 1963.

The Commission referred the bid to the State Highway Engineer to award the contract to you when approval has been secured from the Washington State Highway Department and from the U.S. Bureau of Public Roads.

We will advise you when we hear from these agencies.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMM.

RECEIVED
MAY 14 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 63-97-Sc

Phone 364-2171
Extension 1501

F 6268 1(16)
6268

FOR IMMEDIATE RELEASE May 10, 1963

The State Highway Commission today awarded the contract for the steel superstructure on the Columbia River Bridge at Astoria to U. S. Steel Corporation.

Award of the $10, 121, 862 contract had been held up pending approval from the U. S. Bureau of Public Roads. Approval of this agency was received today.

Bids on the contract were received by the Oregon State Highway Commission on April 23, and the U. S. Steel Corporation bid was conditionally accepted on April 25.

NOTED
TOM EDWARDS

RECEIVED
APR 30 1963
COMMISSIONERS
FOR FILING
F 103-1 (16)

ERNEST A. COWELL, CHAIRMAN
ROBERT L. MIKALSON
CENTRALIA
GEORGE D. ZAHN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP
ERNEST J. KETCHAM
SEATTLE
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 SO. CORSON AVE.
NO 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O BOX 52
NO 6 SPOKANE 21
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 9
809 FAIRVIEW AVE. NO.

April 26, 1963

Mr. Forrest Cooper, Director
State Highway Department
State Office Building
Salem, Oregon

Dear Mr. Cooper:

In confirmation of our telephone discussion, I wish to advise that the Washington State Highway Commission has voted unanimously to concur with your recommendation to the Oregon State Highway Commission for award of the superstructure contract for the Astoria-Megler Bridge to the low bidder, U. S. Steel Company, in the amount of $10,181,862.

It is the understanding of the Washington State Highway Commission that you will request and obtain approval of the Bureau of Public Roads in this award.

Very truly yours,

W. A. BUGGE
Director of Highways

By: W. E. McKIBBEN
Assistant Director

WAB:eg
WEM

cc: State Highway Commission

copy to Dorter

NOTED
FORREST COOPER

RECEIVED
APR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 30 1963
FOR FILING
STATE OF OREGON
1959
MARK O. HATFIELD
GOVERNOR

SHAW

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 10, OREGON

April 25, 1963

Mrs. Ray Steed
League of Women Voters of Oregon
4327 S. W. Bernard Drive
Portland 1, Oregon

Dear Mrs. Steed:

Your interest in writing to me concerning the policy of the Highway Commission prohibiting the use of imported materials in construction is very much appreciated. Certainly I concur with you that this is a complex problem and one which has the possibility of many ramifications. My own position has long been in favor of free trade. However, as I am sure you are aware, this office does not attempt to dictate policies to the Highway Commission. I will, however, bring this matter to the attention of that body and ask that it review its decision.

Thank you for writing to me and informing me of this situation.

Sincerely yours,

Governor

MOH:nt

cc: Highway Commission

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

COPY

RECEIVED
APR 22 1963
FOR FILING

F-003-1(16)
6267

April 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

As requested by your David S. Black, through B. M. French, we are handing to you a copy of the Special Provisions for the Columbia River bridge superstructure at Astoria, a copy of Oregon House Bill 1775, and a legal opinion by Assistant Counsel G. E. Rohde, citing the Oregon Highway Commission's authority for selecting domestic material in these contracts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPtms
enc.
cc Mr. Forrest Cooper
Mr. L. I. Lindas

RECEIVED
APR 22 1963
FOR FILING

FORM CD-181 (9-22-59)
(PRES. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

STEPHENSON

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

E 03.1(16)
L 26.2

TO : Forrest Cooper, Oregon State Highway Engineer
Salem, Oregon
W. A. Bugge, Washington State Director of Highways
Olympia, Washington

DATE: April 19, 1963

FROM : A. E. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon-Washington Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure

Our memorandum of March 21, 1963 approved the P. S. & E. documents for the subject project with the understanding that you would make any revisions which may appear necessary following a further review of the plans and special provisions. This particularly applied to the stresses used in the high yield strength (T1-type) structural steel.

This is to advise that we have received Mr. P. M. Stephenson's April 12, 1963 letter, with attached revised plan sheets, to all prospective bidders on the subject project. The letter and plan sheets incorporate the revisions to the high yield strength structural steel members found to be necessary following our review. An approved copy of this letter is returned herewith.

It is noted that the special provisions require that highway and bridge materials used in this project shall be manufactured in the United States of America. Also, the fabrication of all structural steel shall be performed within the United States. This is to advise that our approval of the P. S. & E. documents is also subject to the understanding that these requirements are not in violation of the laws of either State.

RECEIVED
APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1963
FOR FILING

FORM CO-12 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1963

FROM : A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon-Washington Projects F-003-1(16) and F-003-1(18)
Columbia River Bridge
Restrictions on Foreign Materials

The special provisions for the subject projects contain statements requiring that highway and bridge materials used in these projects be manufactured in the United States of America. Also, in connection with project F-003-1(16), the fabrication of all structural steel must be performed in the United States.

Our memoranda of this date, to both you and Mr. Bugge, state that our approval of the P. S. & E. documents is subject to the understanding that the above mentioned requirements are not in violation of the laws of either State.

We have received an inquiry from United States Senator Wayne Morse, through our Washington Office, which will require that a report be made on this matter. The substance of the inquiry is that in view of the fact that there appears to be a bill pending in the Oregon State Legislature which authorizes the prohibition of foreign materials in highway construction projects, there appears to be a question as to whether any such prohibition by the Highway Commission, pending enactment of such a law, is in accordance with their authority under existing State law.

In order to prepare our report, it would be appreciated if you would provide us with (1) a copy of House Bill 1775 and any amendments, or companion bills; and (2) a legal opinion by an appropriate State legal officer concerning the authority of the Highway Commission (under existing State law) to preclude the use of materials solely because they are of foreign origin and the effect of such a restriction on the competitive bid procedures prescribed by Section 1.15 of the Federal-aid Regulations. The legal basis for the inquiry is Section 1.9 of the Regulations for the Administration of Federal-aid for Highways and Section 114 of Title 23, United States Code, both of which require that the construction shall be performed in accordance with the laws of the State.

NOTED
R. L. PORTER

Mr. Jack Sollis of your Legal Division was handed a copy of the inquiry along with an interim reply to Senator Morse and our General Counsel's transmittal letter to Regional Engineer French. Attached is another set of this correspondence for your information.

Attachments

cc: L. I. Lindas
L. H. Young

RECEIVED
APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 19, 1963
Salem, Oregon

SUBJECT: Statutory Authority for "Buy American" Provision

To: Mr. Forrest Cooper
State Highway Engineer
O f f i c e

You have requested a brief citation of the authority of the Highway Commission to preclude the use of materials other than those fabricated or manufactured in the United States in the construction of the Astoria Bridge. As you know, Mr. Lindas has previously given his oral opinion to the Commission that it had this authority under existing State statutes, and that further authority by way of legislation as incorporated in House Bill 1775 is unnecessary.

This authority is believed to exist by virtue of ORS 366.400(1) and by ORS 366.305 which, in pertinent parts, provide as follows:

> "ORS 366.400(1) The Commission may enter into all contracts deemed necessary for the construction . . . of highways . . .
>
> "ORS 366.305 The commission may select the materials to be used in the construction, maintenance and operation of state highways. It may purchase or contract for, independent of any particular job, improvement or highway project, whether done by contract, force account or otherwise, any material, supplies or equipment deemed necessary for carrying out the provisions and purposes of this Act in such amounts and manner and pursuant to such method as in the judgment of the commission will be for the best interest of the state."

There have been no cases by the Supreme Court of this State interpreting the above statutes. It appears, however, that authority provided in the above statutes to enter into contracts for the construction of highways, including the selection of <u>any</u> material or supplies is sufficiently broad to allow the adoption of such a specification as contained in the Astoria Bridge proposal. This is particularly true when it is considered that there are no statutes which prohibit such a provision, nor are there any which in any way

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FORREST COOPER

limit the broad discretion placed upon the Commission to exercise its judgment in the best interest of the State. It is, therefore, my opinion that existing law of the State of Oregon is such as to fully authorize the State Highway Commission to prescribe a specification in its highway contracts of the nature here under discussion.

Some question has been raised as to the effect of such a restriction as we are talking about here on competitive bid procedures prescribed by Federal Aid regulations. Section 1.15 thereof requires the State Highway Department "shall assure opportunity for free, open and competitive bidding." The restriction on material to be used in the project in no way tends to hamper free, open and competitive bidding. It operates on all bidders equally and such equality is the very purpose sought to be promoted by requirements for competitive bidding, such as set forth in Section 1.15 and in ORS 366.405. (The latter being the legislative requirement of competitive bidding on highway contracts in Oregon.)

Further, it is to be observed that no question has apparently been raised of any inconsistency between Section 1.15 and the Federal "Buy American" Act, 41 U.S.C.A. Section 10, which requires the exclusive use of materials produced and manufactured within the United States on all Federal contracts. If this Federal enactment is consistent with the unquestioned principle of competitive bidding, it is not believed that there is any conflict or inconsistency between that principle and the Commission's requirement for the use of American produced materials on state highway construction projects.

It should be pointed out also that the inclusion of this subject provision in the proposal for the Astoria Bridge was only done after full coordination with the local Bureau of Public Roads personnel and with full knowledge of the fact that both of Oregon's sister states to the north and south have been incorporating identical specifications in their highway projects without objection for some time.

G. E. ROHDE
Assistant Counsel

GER:jm

FORM GSA-11 (9-22-5...
(MAS) BY A.O. 2...

UNITED STATES GOVERNMENT

Memorandum

DATE APR 16 1963

TO Mr. R. [illegible]
Regional Counsel, Portland, Oregon

FROM [illegible] Chief Counsel
36-32

SUBJECT: Congressional correspondence
Senator Wayne Morse
Oregon restrictions on foreign materials

Reference is made to the letter dated April [illegible] from Senator Morse to Mr. Whitton and our interim reply [illegible] you are being furnished copies) "concerning the [illegible] of the Oregon State Highway Commission in connection with structural steel used in the construction of the [illegible] Bridge must be fabricated in the United States and [illegible] other materials used in the bridge must be United [illegible] made."

It is requested that you furnish us a report on [illegible] for our further reply to Senator Morse.

In view of the fact that there appears to be a bill pending in the Oregon State Legislature which authorizes the state highway department to prohibit the use of foreign steel in highway construction projects, there appears to be a very real question as to whether any such prohibitive act by the state department, pending enactment of such a law, is in [illegible] with their authority under existing State law.

Would you include in your report (1) a copy of the pending requirement in question; (2) a copy of the bill [illegible] amendments, or companion bills; (3) a [illegible] opinion of appropriate State legal officer concerning [illegible] highway department (under existing State law) to [illegible] use of materials solely because they are of foreign [illegible] the effect of such a restriction on the competitive [illegible]

prescribed by Section 1.15 of the Federal-aid Policy Guide and (4) identify the Federal-aid highway [illegible] have been approved for advertising which contain [illegible] restriction on the use of [illegible] material. The [illegible] basis for our inquiry is Section 1.[illegible] for the Administration of Federal Aid for Highways and Section 114 of Title 23, United States Code, both of which require that the construction shall be [illegible] ance with the laws of the State.

We realize that this situation does not appear to fit Section 1.[illegible] of our Policy Guide, however neither the Secretary of Commerce nor the Administrator has established policies in this area.

cc: Mr. H. P. Christensen

Enclosures

101 LUMBERMEN'S BLDG
119 E. BROADWAY

THE LEAGUE OF WOMEN VOTERS OF OREGON
EUGENE, OREGON

PHONE
DIAMOND 3-9321

Affiliated with the
League of Women Voters of the United States

4327 S.W. Bernard Drive
Portland 1, Oregon
April 14, 1963

Governor Mark Hatfield
State Capitol
Salem, Ore.

Dear Sir:

We hope that the State Highway Commission will reconsider its policy decision to prohibit use of foreign-made materials in construction projects undertaken by the State Highway Department. No doubt they were intending to try to help Oregon manufacturers, which would be fine if there were no side-effects to warrant concern.

The League of Women Voters, by choosing governmental problems on local, state and national levels to study, then discussing all points of view and deciding what we feel will be best policy for the most, has no "axe to grind" for any particular interests. Our Oregon members, 2000 strong, come from all walks of life. We have debated foreign economic policy over a period of many years, and have agreed that liberalizing foreign trade will do us, and the climate of the world in general, much more good than harm. We worked for the Trade Expansion Act of 1962 nationally, and we oppose restrictive trade measures such as peril point, escape clause, "Buy American" and mandatory quotas.

Just this winter and spring our local Leagues are expanding our study of foreign economic policy, and the half who have already finished and sent their members' consensus to me all still strongly support this liberal-trade position.

We feel that any time we set up barriers convenient to ourselves, the other countries have to make barriers to protect their industries too - cutting off markets for goods we need to export. Japan is particularly desperate for markets; she must sell to survive. We are now negotiating with Japan to get her to lower her trade barriers. Our industries and know-how have proven themselves strong enough to compete on the open market. We need to increase our exports rather than hinder them.

We feel that if there were a public hearing on a "Buy American" policy, you would find that a great many Oregonians consider it a short-sighted decision.

Sincerely,

Jeanne Steed

Mrs. Ray Steed
Foreign Policy Chairman

APR 16 1963

C O P Y

April 12, 19[illegible]

30-32

Honorable Wayne Morse
United States Senate
Washington 25, D.C.

Dear Senator Morse:

This is in reply to your letter dated April 2, 1963, which enclosed a copy of a letter dated March 29, 1963, to you from Mr. Ivan Bloch, 320 S. W. Alder Street, Portland 4, Oregon, in which Mr. Bloch requests the position of the Bureau of Public Roads concerning use by the State Highway Department of Oregon of contract requirements which would prohibit the use, in highway construction projects, of materials imported from foreign countries.

The present policy of the Department of Commerce is to impose no restrictions upon the States regarding their laws concerning the use of foreign materials in Federal-aid highway construction projects. The Bureau of Public Roads, likewise, imposes no limitation upon action by the States respecting the use, in Federal-aid highway construction projects, of materials imported from foreign countries.

The State highway departments are therefore, free to establish or impose restrictions on such use of materials imported from foreign countries as are not in conflict with the requirements of their own State laws. We understand from the enclosure to your letter that Oregon House Bill 1775 would, if enacted, impose, or authorize the imposition of, such a restriction.

In order to assure compliance with section 1.9 of our Regulations for the Administration of Federal Aid for Highways which requires that "Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State law . . ." we are requesting our regional engineer to furnish us further information concerning the domestic materials

C O P Y

requirement presently being used in the contracts of the Oregon State Highway Commission with reference to Federal-aid construction projects, together with a legal opinion from the State relative to the authority of the State highway commission to impose such a requirement, pending enactment of a law such as House Bill 1775.

In accordance with your request, we are returning the correspondence which you enclosed with your letter dated April 2, 1963. We will advise you further upon receipt of the above-mentioned report from our regional engineer.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

Enclosures

Mr. John S. Stillman

Mr. Whitton
Mr. Nickle - Mr. Turner
Mr. Williams - Mr. Christensen
Files (2)
ee Unit (pr 13835)
Mr. Cunningham
Reg. Engr. Fromah (2)
OCC
Chron
Contracts
Mr. Walters
AJWalters:lff:4/11/63

C O P Y

UNITED STATES SENATE

April 2, 1954

Respectfully referred to

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
Washington 25, D.C.

for such consideration as the communication herewith submitted may warrant, and for a report thereon. All papers to accompany return of inclosure.

By direction of

/s/ WALTER GEORGE

U. S. S.

RE: Attached correspondence from Mr. Ivan Bloch addressed to State Senator Boivin concerning the recent action of the Oregon State Highway Commission in specifying that structural steel used in the construction of the Astoria Bridge must be fabricated in the United States and other materials used in the bridge be United States-made.

COPY

April 2, 1962

Mr. Ivan Bloch
Ivan Bloch and Associates
220 S. W. Alder Street
Portland 4, Oregon

Dear Ivan:

Many thanks for your note of March 2[illegible] a copy of your letter addressed to [illegible]

I read with a great deal of interest your comment concerning the recommendation of the Oregon State Highway Commission in specifying that structural steel used in the construction of the Astoria bridge must be fabricated in the United States and that all other material entering into the bridge must be United States [illegible].

In view of your comments on this subject, I thought you would like to know that I am checking into this matter immediately and am asking the appropriate federal officials to supply a full report thereon.

As soon as I have further word on this important matter, I shall get in touch with you promptly.

With best personal regards,

Sincerely,

[illegible] Morse

V. Muse
✓ bcc: Mr. Rex M. Whitton, Federal Highway Administrator

IVAN BLOCH & ASSOCIATES

INDUSTRIAL AND ECONOMIC CONSULTANTS

Dear Wayne : Forgive this sloppy way of communicating with you. But time is short today. The bill involved is a Buy American one. Appling took out after it vigorously. However, today, the Oregon State Highway Commission has specified an all-American clause in further contracts on the Astoria Bridge. There will all [illegible] ? March 25, 1963
I question whether U.S. Bureau of Public Roads can sit by idly and let this [illegible]. Could this be checked into ? Best regards

Ivan

The Honorable Harry D. Bolvin
Oregon State Senator
Oregon State Senate
Salem, Oregon

[illegible] I've sent a [illegible]

My dear Mr. Bolvin:

The release today by the U.S. Department of Commerce Portland Field Office of the 1962 records of Oregon's imports and exports prompts me to write you and Representative Howard with regard and in opposition to House Bill 1775, and to any legislation embodying what I consider to be the regressive principle of trade restriction contained in that bill.

As the following data will indicate clearly, Oregon enjoys an unusually favorable and important foreign trade balance. The dollar value of 1962 exports exceeded imports in a ratio of better than 3 to 1. The character of our exports continues to be an influential portion of the State's economy. It is my firm belief that foreign export trade will increase in its economic importance to the overall development of Oregon's manufacturing industry, its agriculture, its forest industries, and our commerce.

The history of foreign trade, as you well know, embodies the axiomatic truth that it is a "two-way road" : no nation or area can expect to be an exporter without being an importer as well. The overwhelming world trend has been to facilitate the development of vigorous trade both ways. On the other hand, when restrictions are placed upon imports, there is almost invariably a corresponding retaliation, and a consequent deterioration of both import-export trade.

Thus, it is my opinion that the restrictive principle embodied in House Bill 1775 would have serious consequences on Oregon's foreign trade, and that it is contrary to intelligent national and state policy. During the past recent years, leaders of both government and private enterprise have consistently supported the principle of free trade and the removal of artificial barriers. The principle contained in House Bill 1775 is therefore entirely negative.

I am taking the liberty of enclosing copies of the data released by the U.S. Department of Commerce which will be of interest to you, I am sure. These data, summarized in a comparative tabulation below, clearly indicates for 1962, that the exports by Oregon far exceeds its imports - in total, and for principal nations of export destination. The record for other years shows

a similar marked large excess of the value of our exports over [illegible]

Comparison of Oregon's [illegible]
Figure 3

	Exports	Imports	Excess Exports over Imports	Ratio Exports to Imports
Total - all nations	34[illegible]	100,871	2[illegible]	[illegible]
Japan	7[illegible]	[illegible]	[illegible]	[illegible]
India	4[illegible]	1,811	[illegible]	[illegible]
Korea	34,[illegible]	274	[illegible]	[illegible]
West Germany	25,[illegible]	[illegible]	[illegible]	[illegible]
United Kingdom	22,[illegible]	[illegible]	[illegible]	[illegible]
Pakistan	18,[illegible]	[illegible]	[illegible]	[illegible]
Taiwan	15,[illegible]	2,211	[illegible]	[illegible]
Philippines	11,[illegible]	[illegible]	[illegible]	[illegible]
Australia	10,[illegible]	3,553	[illegible]	[illegible]
Italy	[illegible]	[illegible]	[illegible]	[illegible]

Other information, prepared at various times by the U.S. Department of Commerce, indicates the importance of Oregon's export trade. During the fiscal year 1960-61, the Federal government estimated that Oregon's equivalent share of national agricultural exports was $22 million for wheat, $[illegible] million for pears, $1.4 million for plums and prunes, almost $200,000 for apples, over $[illegible]00,000 for filberts and hazelnuts, $[illegible]4 million for dairy products, and [illegible] million for poultry and poultry products. For that period of time Oregon's equivalent share of agricultural exports was twice as large as its equivalent share of imports. It was estimated that 4,500 Oregon farm workers were involved in the production of the exported farm products.

With regard to manufactured exports, for the same period of time, the estimated value for Oregon was over [illegible] million, produced in those 93 Oregon plants which exported each more than $25,000 in [illegible]. These plants employed slightly under 10,000 persons.

According to a partial study by the U.S. Department of Commerce, the following firms in 19[illegible] actually contributed to Oregon's exports (together with export value reported). This list is far from complete but may be considered exemplary only.

Food and Kindred Products $[illegible] million

Foremost Dairies, Portland
General Foods Corporation, Hillsboro, Woodburn, Pendleton
Libby, McNeill & Libby, Portland
Dole Corporation, Salem, Astoria
Quaker Oats Co., Portland
Pillsbury Co., Astoria

Lumber and wood products $[illegible] million

Weyerhaeuser Co., Springfield, North Bend, Klamath Falls, Cottage Grove
Georgia-Pacific Corp., Springfield, [illegible]
U.S. Plywood Corp., Hapleton, Gold Beach, Willamina, Eugene, Roseburg
Robert Dollar Co., Glendale
H. Baxter & Co., Eugene

Electrical Machinery $14.1 million

Gould National Batteries, Inc., Salem
Globe-Union, Inc., Oregon City

Primary Metals $5.7 million

Esco International, Portland
American Smelting & Refining Co., Portland

Machinery (non-electrical) $4.5 million

FMC Corp., Portland
Hyster Company, Portland
Carlinger Carrier Co., Dallas

Paper [illegible] $[illegible] million

Brown Paper Co., Corvallis
Columbia River Paper Co., Salem
Georgia Pacific, Coos Bay, Coquille, [illegible]dependence, Springfield, Toledo, Pilot Rock
Crown Zellerbach, Lake Linn, Lebanon, St. Helens
Spaulding Pulp & Paper, Dalles

Other [illegible]

Air Reduction Co., Portland
Continental Can Co., Inc., Portland
Asten-Hill Mfg. Co., Salem
Mixermobile Mfg. Inc., Portland
Cascade Mfg. Co., Portland
Bingham Pump Co., Portland
Moore Dry Kiln Co., Portland

I am sure that your attention has been called by others to the report U.S. House Document #232, 86th Congress, 1st Session "Foreign Trade Interests in the State of Oregon", October 1959. This report was based on a study of the subject by the Legislation Reference Service of the Library of Congress, the Oregon State System of Higher Education and the Oregon Department of Planning and Development. The report concludes that of 580,000 employed in Oregon in 1957, 25% had a direct positive interest in foreign trade, 14% had an import competitive interest, with the remaining 61% apparently having undetermined interest.

The foregoing, in sketchy manner, underlines the very great and positive importance of the State's foreign trade. It certainly stresses the favorable excess of exports over imports of our State.

Therefore, in my opinion, House Bill 3775 embodies principles which would be dangerously inimical to the maintenance of a favorable foreign trade of our State. If enacted, it would be certain to encourage retaliation by some of our best foreign customers, and again in my view, could go a long way to hampering the expansion of our State's economy.

Sincerely yours,

Ivan Bloch

IB:im

CC: Senator Alfred Corbett
Representative Beulah Hand
Representative Don Millner
Hon. Howell Appling, Sec. of State

Astoria Evening News 3/30/40

Commission Says American Goods Must Be Used In Astoria Bridge

By the Oregon State Highway Commission has specified that all structural steel used in construction of the Astoria bridge must be fabricated in the United States and that all other materials used in the bridge must be made in the United States.

The commission has made no announcement of adoption of a policy requiring use of United States made steel and other materials. It merely directed the State Highway Department to write the specifications into further contracts for construction on the Astoria bridge.

Bids for structural steel for a on the $24 million interstate span over the Columbia will be opened by the commission April 23. This phase of

the project is estimated to cost in the neighborhood of [illegible] million.

The requirement that [illegible] means steel and other mate[illegible]

[illegible] Has Right

[illegible]

[illegible]

[illegible]

RECEIVED
MAY 1 - 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1963

SUBJECT: Validity of a Contract Provision Requiring the Use of American Materials in Highway Construction

To: Mr. G. E. Rohde
Assistant Counsel

O F F I C E

As requested, I have considered the primary question of whether the Highway Commission may legally include in highway construction contracts, a provision to the effect that only materials produced or manufactured within the United States are to be used in the construction.

Within this broad question, three subsidiary questions have been considered: (1) Does the Highway Commission have authority to include such a provision in highway contracts, in the absence of express statutory authorization to do so? (2) Is such a requirement by either contract or statute invalid as an unreasonable, arbitary or discriminatory exercise of legislative or governmental power? (3) Does a state, as distinguished from the federal government, have power to so require, by contract or statute, under the commerce clause of the United States Constitution?

The subsidiary questions set forth above are separately discussed below, in the order stated. It has been concluded that, so far as the possible objections suggested by these three questions are concerned, the probabilities are that such a provision may be included in highway construction contracts without the need for any express statutory authorization in addition to existing statutes.

No particular consideration has been given to the wisdom of such a requirement or as to whether, as a policy matter, it would be desirable that inclusion of such a contract provision be authorized or required by legislative enactment.

Statutory Authority

It appears to this writer that the exclusion of any foreign produced materials from use in highway construction within the state highway system by the Highway Commission is a policy decision.

The present statutory authority of the Highway Commission relating to highway contracts is sufficiently broad to empower the Commission to include such a provision.

NOTED
FORREST COOPER

ORS 366.400(1) provides in part that:

"The commission may enter into all contracts deemed necessary for the construction . . . of highways . . . ."

ORS 366.305 provides that the Commission may select the materials to be used in the construction of state highways, without any apparent limitation on the criteria or standards by which such materials are to be selected.

"Materials, supplies and equipment. The commission may select the materials to be used in the construction, maintenance and operation of state highways. It may purchase or contract for, independent of any particular job, improvement or highway project, whether done by contract, force account or otherwise, any material, supplies or equipment deemed necessary for carrying out the provisions and purposes of this Act in such amounts and manner and pursuant to such method as in the judgment of the commission will be for the best interests of the state." Emphasis added.

It is also perhaps significant that, according to information furnished by Mr. Delbert Johnson, Chief Counsel for the Washington Highway Department, that the Washington Highway Department is presently using such a provision in their contracts. We understand that Art. 6.06 of the Washington State Highway Department's 1963 Standard Specifications is to the effect that only American-made highway and bridge construction materials shall be used by the contractor unless otherwise authorized in writing by the Director of Highways.

According to Mr. Johnson no one has raised the legality of this specification, notwithstanding the fact that there are no Washington statutes which authorize such a provision.

(RCWA Ch. 39.24, however, does give a five per cent differential preference to Washington produced materials on public contracts, see Sec. 39.24.010, and restricts the use of fuel produced outside the state in public buildings and institutions, Sec. 39.24.020.)

Thus, based upon the apparent practice in the state of Washington, and upon the broad powers given the Highway Commission by Oregon statutes, it is believed that such a contract provision may be included within our highway construction contracts without any additional express statutory authorization.

Exercise of Governmental Power

It can be argued that the proposed requirement, even if

expressly authorized by statute, would be an invalid exercise of governmental power, upon the basis that it is arbritrary and discriminatory. It may be conceded that such a regulation has no obvious relation to the public health, safety or morals, often employed as a test of the limits of the state's police power. However, it is believed that such a requirement is justified upon the broad basis that it tends to promote the public "welfare," in that it certainly would be of economic advantage to American producers and manufacturers of highway construction materials.

The reasonableness of such legislation, or contract requirement, finds considerable support in the fact that the federal government requires such provision in all of its public contracts, pursuant to the "Buy American" Act, 41 U.S.C., Sec. 10. This statute provides in part as follows:

> "Every contract for the construction, alteration, or repair of any public building or public work* in the United States growing out of an appropriation heretofore made or hereafter to be made shall contain a provision that in the performance of the work the contractor, subcontractors, material men or suppliers, shall use only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States except as provided in section 10a of this title: Provided, however, that if the head of the department or independent establishment making the contract shall find that in respect to some particular articles, materials, or supplies it is impracticable to make such requirement or that it would unreasonably increase the cost, an exception shall be noted in the specifications as to that particular article, material, or supply, and a public record made of the findings which justified the exception." 41 U.S.C.A. Section 10b(a).
>
> * Per Sec. 10(c), "public use, building and work," means those of the United States, the District of Columbia, and named territories and possessions; the term obviously does not include states.

The California legislature has seen fit to enact similar requirements with respect to public contracts within that state. The essential portions of California's "Buy American" legislation are set forth in the following extracts from the California Government Code:

> "The governing body of any political subdivision, municipal corporation, or district, and any public

officer or person charged with the letting of contracts for (1) the construction, alteration or repair of public works or (2) for the purchasing of materials for public use, shall let such contracts only to persons who agree to use or supply only such unmanufactured materials as have been produced in the United States, and only such manufactured materials as have been manumanufactured in the United States, substantially all from materials produced in the United States." Calif. Government Code, Sec. 4303.

"Every contract for the construction, alteration or repair of public works or for the purchase of materials for public use shall contain a provision that only unmanufactured materials produced in the United States, and only manufactured materials manufactured in the United States, substantially all from materials produced in the United States shall be used in the performance of the contract.

"Any person who fails to comply with such provision shall not be awarded any contract to which this article applies for a period of three years from the date of the violation." Calif. Government Code, Sec. 4304.

No adjudications of the validity of such legislation, by either the federal or state governments, either with respect to the commerce clause or otherwise have been found as of this date.

However, it is interesting to note that, perhaps because of the mandatory language used in the California statutes, that state has found it necessary to enact several sections expressly excluding specific materials.*

The fact that the Congress of the United States, and the legislature of California (and quite possibly of other states as well) have seen fit to require by statute that only American-made materials be used in public construction contracts, although concededly not conclusive or binding on any court, is certainly a persuasive argument that such a requirement is not inimical to the public welfare, nor an unreasonable exercise of governmental power.

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*(1) Articles of a kind not produced in the United States, or made from materials not produced in the United States, and key-driven calculators manufactured in branch plants located outside the United States, but owned by American manufacturers, Sec. 4301; (2) medical and surgical instruments, scientific equipment, etc., Sec. 4302; (3) sewing machines, Sec. 4302.5; (4) printing presses, Sec. 4302.6; (5) office machines, Sec. 4303.5.

The Commerce Clause

In consideration of this problem, the first possible objection to the proposed contract provision was Art. I, Sec. 8, Cl. 3, of the U. S. Constitution, commonly referred to as the Commerce clause.

"The Congress shall have power . . . ;

* * * *

"To regulate Commerce with foreign Nations and among the several states, and with the Indian tribes;"

There is an almost inexhaustible body of case law interpreting the above clause, defining the extent of the federal government's power thereunder, and setting the limits beyond which states may not go in restricting or regulating interstate and foreign commerce.

The vast majority of these cases, particularly those dealing with the validity of state enactments or regulations, deal with interstate as distinguished from foreign commerce. However, to some extent, it appears that decisions regarding interstate commerce are equally applicable in situations involving foreign commerce.

In this connection, it may be noted that the U. S. Supreme Court has stated that the constitutional purpose in giving Congress this power over foreign and interstate commerce was to establish a perfect equality among states as to commercial rights, and to prevent complications which local jealousies or interests might bring about. Veazie vs. Moor, 14 How. 568, 14 L.Ed. 545. See also the dissenting opinion in The Lottery Case, 188 U.S. 321, 364, 23 S.Ct. 321, 33, 47 L.Ed. 492, 504 (1903), apparently recognizing that a particular regulation might be valid as to foreign commerce, but not as to interstate commerce; the dissenting Justice, however, was speaking with respect to the validity of federal statutes, and also said that the federal power over foreign commerce is, generally speaking, subject to no implied or reserved power in the states.

If the purpose of the commerce clause is as stated in Veazie vs. Moor, supra, this suggests that any state legislation or regulation tending to favor all American suppliers and manufacturers, over any and all foreign competition, may be in accord with the purpose of the commerce clause. Such regulations do not, it would seem, tend to foster "local jealousies" between the states. A different question might be presented if a state were to attempt, by legislation or agreement, to favor the products of one foreign nation over those of another.

There is language to be found in numerous cases to the effect that one of the requirements for the validity of state regulations

having some impact on interstate commerce is that the regulation must not discriminate against such commerce, to the advantage of local commerce.

This requirement was expressly noted, but found not to be violated, in South Carolina State Highway Dept. vs. Barnwell Bros., 303 U. S. 177, 58 S.Ct. 510, 82 L.Ed. 734 (1938), where the Supreme Court upheld a state statute limiting the weight and width of vehicles on highways, including, but not limited to, vehicles engaged in interstate commerce. The evidence indicated that the particular regulations were burdensome on commerce; e.g., they prescribed a 90" width limit on vehicles using the highway whereas 96" was the standard width of trucks used on interstate hauls. The court said:

> "The commerce clause, by its own force, prohibits discrimination against interstate commerce, whatever its form or method, and the decisions of this Court have recognized that there is scope for its like operation when state legislation nominally of local concern is in point of fact aimed at interstate commerce, or by its necessary operation is a means of gaining a local benefit by throwing the attendant burdens on those without the state." 303 U.S. at 185, 186, 82 L.Ed. at 739.
>
> "But so long as the state action does not discriminate, the burden is one which the Constitution permits because it is an inseparable incident of the exercise of a legislative authority, which, under the Constitution, has been left to the states." 303 U.S. at 189, 82 L.Ed. at 741.

In Cities Service Gas Co. vs. Peerless Oil & Gas Co., 340 U.S. 179, 71 S.Ct. 215, 95 L.Ed. 190, it was said that the requirements for validity of a state regulation having some impact on interstate commerce, in an area where the federal authority has not been exercised, are: (1) that the regulation must not discriminate against or place an embargo on interstate commerce, (2) that it must safeguard an obvious state interest, and (3) that the local interest outweighed whatever national interest there might be in prevention of state restrictions.

It is not believed, however, that the proposed contract provision, whether authorized by specific statute or not, operates with sufficient directness upon foreign commerce to run afoul of the United States Constitution.

It is well established that there are matters of primarily local concern, which the states may regulate even though such regulations have some effect upon commerce ("commerce" is used in the sense of the interstate and foreign commerce mentioned in the U. S. Constitution).

It is stated in 15 C.J.S., Commerce, Sec. 63, pp. 383, 384, that:

> ". . . The state has the right, in so far as the commerce clause is concerned, to regulate or prohibit matters or acts of purely local concern, even though such legislation may remotely affect interstate commerce; and the right of a state to prohibit the importation and sale of articles inherently unworthy of commerce and unfit for the use of the people is undoubted. * * * * The fact that an act of the legislature forbidding entry of an article into the internal commerce of the state tends to reduce movement of the article into the state through channels of interstate commerce, thus indirectly restricting such commerce, does not deprive the state of its police power to protect its inhabitants by legislation of such character. When objects of commerce get within the sphere of state legislation, the state may exercise its independent legislation and prohibit what congress has not seen fit to forbid."

California vs. Thompson, 313 U.S. 109, 61 S.Ct. 930, 85 L.Ed. 1219 (1941), for example, upheld the validity of a state statute requiring that a license be obtained by persons engaged in soliciting passenger traffic over public highways of the state. The specific case involved solicitation for interstate transportation by one who, so far as the record indicated, was not engaged in such solicitation as a business. The Federal Motor Carrier Act specifically excluded from its terms casual transportation by vehicle by persons not engaged in such transportation as a regular occupation or business. Hence, the transaction in question was regarded as within a realm where congress had not exercised its power. The court said, inter alia, that:

> "Where, as here, Congress has not entered the field, a state may pass inspection laws and regulations applicable to articles of interstate commerce designed to safeguard the inhabitants of the state from fraud, provided only that the regulation neither discriminates against nor substantially obstructs the commerce." 313 U.S. at 114, 85 L.Ed. at 1222, emphasis added.

It appears that the sphere of "state legislation" may also, to some extent, overlap the realm of federal legislation. In Weigle vs. Curtice Bros. Co., 248 U.S. 285, 39 S.Ct. 124, 63 L.Ed. 242 (1919), the Supreme Court reversed a decree of the District Court, which had enjoined a state (Wisconsin) dairy and food commissioner from enforcing a state law which prohibited the sale of any article of food containing benzoic acid or benzoates. The plaintiff manufactured such articles in New York, put them up in bottles and jars labeled as required by the Federal Food and Drug Act, and shipped them into Wisconsin for resale in retail trade.

The plaintiff contended that since he complied with the federal act which regulated his products, the state law was an unconstitutional burden on interstate commerce. In rejecting this contention, the court speaking through Mr. Justice Holmes, said that:

> "The fact that a food or drug might be condemned by Congress if it passed from State to State, does not carry an immunity of foods or drugs, making the same passage, that it does not condemn. Neither the silence of Congress nor the decisions of officers of the United States have any authority beyond the domain established by the Constitution. [Citing authority.] When objects of commerce get within the sphere of State legislation the State may exercise its independent judgment and prohibit what Congress did not see fit to forbid. When they get within that sphere is determined, as we have said, by the old long-established criteria. The Food and Drugs Act does not interfere with State regulation of selling at retail. [Citing authority.] Such regulation is not an attempt to supplement the action of Congress in interstate commerce but the exercise of an authority outside of that commerce that always has remained in the States." 248 U.S. 285 at 288, 39 S.Ct. 124 at 125.

It has also been held that a state or municipality may lawfully restrict the local sale of magazines shipped in interstate commerce. Ex Parte Mares, 75 Cal. App. 2nd 798, 171 P.2d 762 (1946); Slater vs. Salt Lake City, 114 Utah 476, 206 P.2d 153, 9 A.L.R.2d 712 (1949). The principal reasons given by the California court in the Mares case, supra, were that the ordinance (1) was not an absolute prohibition but a mere regulation of how and where subscriptions could be obtained; (2) it affected commerce only indirectly; and (3) it related to matters of local concern, difficult for Congress to deal with adequately under the commerce clause.

It is also recognized that there is an area of what might be termed concurrent jurisdiction, where both federal and state or local regulations in the same field can coexist. In Buck vs. California, 343 U.S. 99, 72 S.Ct. 502, 96 L.Ed. 775 (1952), it was said that a municipal ordinance and federal regulations on the same subject may stand together where the ordinance is not in conflict with, and may be construed consistently with the federal regulations and in keeping with their purpose. Such rule is of interest in the present connection, in that the proposed contract provision would certainly not be in conflict with the federal "Buy American" Act, and would express the same policy and have precisely the same effect upon state highway contracts as the federal legislation has upon federal contracts.

The Buck case, supra, held that a county ordinance regulating the licensing of taxicab operators was not an unreasonable

burden on foreign commerce, as applied to taxicab operators picking up passengers in Mexico and transporting them through the county to points beyond it, although the Interstate Commerce Commission had established minimum qualifications for drivers of carriers, including taxicabs, engaged in interstate and foreign commerce.

The court in the Buck case reasoned that the operation of taxicabs is essentially a local business, that the effect on inter-state and foreign commerce is indirect and, a point distinguishing the instant case, that there was no attempt to regulate discriminatorily and that the permit was not required solely because the cabs were engaged in foreign commerce.

As previously pointed out, the contract provision under consideration would, it is clear, certainly be "discriminatory" in that it would prohibit the use of foreign produced materials, to the benefit of those produced within the United States. However, it is not believed that this facet of the provision would be sufficient to invalidate it under the commerce clause, in that the effect upon foreign commerce would be so indirect that, under the authorities, the restriction would be directed at transactions not within the realm of "commerce" at all.

It seems to be established that construction contracts to be performed wholly within a state are not "commerce," even though some or all of the materials to be used therein are brought into the state from without. It is stated in 15 C.J.S., Commerce, Sec. 26, pp. 306, 307 that:

> ". . . Mere construction contracts are not made interstate sales by the importation of part or all of the material from another state, since that which is inherently intrastate does not lose its essential nature because it forms part of an interstate commerce contract to which it has no necessary relation."

The above rule is supported by General Railway Signal Co. vs. Commonwealth of Virgina, 246 U.S. 500, 38 S.Ct. 360, 62 L.Ed. 854 (1918). In that case, the Virginia Corporation Commissioner fined a New York corporation for doing business in Virginia without obtaining a foreign corporation license. The corporation appealed first to the state courts, then to the U. S. Supreme Court, and the order was sustained and affirmed by all courts.

The corporation involved had entered into a contract with the railroad to provide all materials and labor for the installation of signals along 58 miles of track, all within the state of Virginia. The corporation contended that because the materials were brought in from New York, this was interstate commerce, and not subject to state laws as to doing business within the state. In rejecting this contention, the court said:

> "We think the recited facts clearly show local business separate and distinct from interstate commerce within the doctrine announced and applied in Browning vs. Waycross, 233 U.S. 16, 34 S.Ct. 578, 58 L.Ed. 828"

In Browning vs. City of Waycross, cited supra, it was held that a city could levy an occupation tax on a local agent for an out-of-state manufacturer of lightning rods. It appeared that the agent took orders locally, the sales price including erecting of the rods on the buyer's premises. The orders were filled and the rods shipped from out of state to the agent, who then attached them to the buyer's houses. In holding that imposition of a local tax upon such an agent did not constitute a burden upon interstate commerce, the court said that:

> "We are of the opinion that the court below was right in holding that the business of erecting lightning rods under the circumstances disclosed was within the regulating power of the state, and not the subject of interstate commerce, for the following reasons: (a) Because the affixing of lightning rods to houses was the carrying on of a business of a strictly local character, peculiarly within the exclusive control of state authority, (b) Because, besides, such business was wholly separate from interstate commerce, involved no question of the delivery of property shipped in interstate commerce, or of the right to complete an interstate commerce transaction, but concerned merely the doing of a local act after interstate commerce had completely terminated. It is true that it was shown that the contract under which the rods were shipped bound the seller, at his own expense, to attach the rods to the houses of the persons who ordered rods, but it was not within the power of the parties by the form of their contract to convert what was exclusively a local business, subject to state control, into an interstate commerce business, protected by the commerce clause. It is manifest that if the right here asserted were recognized, or the power to accomplish by contract what is here claimed were to be upheld, all lines of demarcation between national and state authority would become obliterated, since it would necessarily follow that every kind or form of material shipped from one state to the other, and intended to be used after delivery in the construction of buildings or in the making of improvements in any form, would or could be made interstate commerce." 34 S.Ct. at 580, emphasis added.

A similar result was reached in Western Live Stock vs. Bureau of Revenue, 303 U.S. 250, 82 L.Ed. 823 (1938), which upheld a state tax upon a publisher's revenue from the sale of advertising space to out-of-state advertisers, for publication in newspapers printed

within the state (New Mexico), and circulated both within and outside the state. The court said:

> ". . . It was unnecessary to consider the impact of the tax upon the advertising contracts except as it affects their performance, presently to be discussed. Nor is taxation of a local business or occupation which is separate and distinct from the transportation and intercourse which is interstate commerce forbidden merely because in the ordinary course such transportation or intercourse is induced or occasioned by the business." 303 U.S. at 253, 82 L.Ed. at 826.

Summary

Present Oregon statutes regarding the Highway Commission's authority to enter into highway construction contracts, including the selection of materials for use in highways, are sufficiently broad to authorize the contract provision in question, without additional or specific statutory authority.

The proposed provision is not invalid as an unreasonable or arbritrary exercise of governmental powers. In fact such provision may be regarded as not of legislative or governmental character at all, but strictly a matter of contract.

After examination of Sec. 112, Title 23, U.S.C.A., as well as Sections 1.9, 1.15, and 1.19 of the Code of Federal Regulations, adopted by the Bureau of Public Roads under Title 23, it appears that such a provision would not be in violation of either the United States Code or the Federal Regulations.

It is, therefore, my opinion, based on the above research, that such a contract provision is not invalid by reason of any violation of the commerce clause of the United States Constitution, nor is it invalid as a violation of any existing state or federal law or regulation.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

THE COLORADO FUEL AND IRON CORPORATION
JOHN A. ROEBLING'S SONS DIVISION
900 FIRST AVENUE, SOUTH, SEATTLE 4, WASHINGTON

CONSTRUCTION MATERIALS DIVISION

REFERRED TO
Cooper - Foster
BY SECRETARY

January 8, 1963

STEP-SISON

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We are aware that the prestressed concrete viaduct portion of the Astoria-Megler Crossing of the Columbia River will be advertised for bid by the Oregon State Highway Department sometime in the near future.

Because of the purchase of Japanese H Piling by the contractor, DeLong, on the first contract awarded for the piers of this bridge, it is our strong concern that other materials for subsequent portions of this bridge will be of foreign origin.

As we are manufacturers of prestressed concrete wire and strand with six domestic competitors, it is our urgent request to you that you specify the use of domestically manufactured materials for this bridge.

We feel that this is a reasonable request in view of the tax contributions made by the domestic companies, both direct as a taxed corporation and indirect through the employment of tax-paying personnel. We are in the same position in our industry as the lumber industry is in your state in facing foreign made products. It is also conceivable that on a job of this magnitude that foreign cement might be used, thus affecting another local industry. Foreign cement is currently being used in some states on the Atlantic Seaboard where no specifications exclude its use.

A number of states have specified the use of domestic materials in their highway program with subsequent approval of contracts by the Bureau of Public Roads. Standard contract specifications of Washington State require the use of domestic materials to cite one example. Eighteen states in all have some provision for favoring the use of domestic prestressed concrete strand.

Until this time, only domestic strand has been used in Oregon state with the Highway Dept. being satisfied with the low cost of construction with prestressed concrete. The use of foreign prestressed strand on this job would only mean a minor savings to the contractor, and it is certain that the savings would not be passed on to the State, but as much as possible be retained by the contractor.

Although it is obvious, I would like to point out that should you give favorable consideration to our request to specify the use of domestic materials in the viaduct portion of the Astoria-Megler Crossing, it does not mean that any particular company would secure the business. A favorable decision would mean that the domestic companies would have a chance to compete among themselves for the business.

Your favorable consideration would be appreciated.

Sincerely,

THE COLORADO FUEL AND IRON CORP.
John A. Roebling's Sons Division

James E. Johnson

JAMES E. JOHNSON
Northwest District Representative

JEJ/jm

RECEIVED
JAN 9 1963
OREGON
STATE HIGHWAY COMMISSION

Form E-10—3061-.

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

1-10-63

(R)

USE OF DOMESTIC MATERIALS

State.								
Arizona	(1960)	No restrictions						
California	1960	Domestic Materials used (see attached copy)						
Idaho	1961	No restrictions						
Montana	1962	" "						
Nevada	1961	" "						
Utah	1960	" "						
Wash.	1963	Domestic Made Materials Required						

NOTE

PPM 21-13 issued 12-31-59 sets up special requirements if States elect to impose restrictions upon use of Nondomestic Construction Material upon highway work in which there is federal participation other than Secondary Projects.

RECEIVED
DEC 6 '1962
FOR FILING

PITTSBURGH TESTING LABORATORY
ESTABLISHED 1881
INSPECTING ENGINEERS AND CHEMISTS
2419 S. E. POWELL BLVD.
PORTLAND 2, OREGON

AS A MUTUAL PROTECTION TO CLIENTS, THE PUBLIC AND OURSELVES, ALL REPORTS ARE SUBMITTED AS THE CONFIDENTIAL PROPERTY OF CLIENTS, AND AUTHORIZATION FOR PUBLICATION OF STATEMENTS, CONCLUSIONS OR EXTRACTS FROM OR REGARDING OUR REPORTS IS RESERVED PENDING OUR WRITTEN APPROVAL.

December 4, 1962

REFERRED TO
Copple-Pearson
BY SECRETARY

REFERRED TO
Mr. Merchant
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Glenn Jackson, Chairman
State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Jackson:

We read the article concerning the Astoria-Megler Bridge in the November 16th edition of the Oregonian with a great deal of interest.

This letter is simply to confirm that we would be pleased to serve you in this matter as we have in many ways in the past.

We, of course, do not know to what degree purchases have been made by contractors or if the bid for the superstructure spans has been let. We would be pleased to discuss the inspection, however, of steel and steel fabrication either on the site or at the source, particularly that of foreign manufacture which is causing the concern. We feel, in view of the dissention already associated with this job, that it would be especially politic for you to use an outside, independent inspection agency to avoid criticism.

Our rates as published are $6.00 per hour plus travel time. For service beyond the continental limits of the United States, our rates would be $7.50 per hour and a minimum of $60.00 per day plus actual cost of transportation. We would be happy to discuss any further details at your convenience.

Very truly yours,

PITTSBURGH TESTING LABORATORY
Portland Branch

James L. Munnerlyn

James L. Munnerlyn, Manager

Original letter to Bridge 12-6-62

CFG:jlt

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NOV 29 1962
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Genl
Budget
Interstate
Astoria

November 28, 1962

Mr. Warne Munn
Executive Assistant
Executive Department
State Capitol Building
Salem 10, Oregon

Dear Mr. Munn:

In response to your request of November 26, I am attaching a suggested draft for the Governor's consideration. The reply is to Mr. B. B. McGirr and concerns construction materials to be used in the Astoria Bridge across the Columbia River.

If you need anything additional in this matter, please let us know and we shall be happy to supply it.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc G. S. Paxson
Victor D. Wolfe

FC:fn bbc

Suggested Draft for the Governor's Consideration
November 28, 1962

Mr. B. B. McGirr
2425 S. E. 62nd Avenue
Portland 6, Oregon

Dear Mr. McGirr:

This will acknowledge receipt of your letter of November 19 concerning construction materials to be used in the Astoria Bridge across the Columbia River. I am advised by the State Highway Department that this project has been programmed as a federal-aid project to make possible the application of federal-aid funds to retire the bonds if some contingency should arise to make this advisable. Being a federal-aid project, federal rules will not permit preference for any product manufactured within the state, and the State is without authority to require its contractor to purchase materials from any particular source.

Another matter which has a bearing upon the question is that this is a joint project with the State of Washington and it is very improbable that Washington would look favorably upon a requirement for Oregon-produced materials.

I regret the diversion of these material orders to outside concerns, but in view of federal rules under which we must work, I see no way in which the contractor can be required to purchase his materials from any particular source.

cc G. S. Paxson
Victor D. Wolfe

GSP:ms bbc

November 19 1906

Amary

Governor W Mark Hatfield
Salem Oregon
Dear Sir!

I am mad disgusted fed up with our present state administration.

In May 16 Oregonian, there was a article in the paper stating that the proposed bridge across Columbia river at Astoria is to be built with Japan Steel, reinforcing steel from out of State, also the cement will be from another State.

Other words from this article I am under the impression that there will be no materials from Oregon industries.

They say that Taxpayers save money by low bidding, I say our state administration is a bunch of fools for try ing to make us, the Taxpayers believe this -

It is true they save money by low bidding but cause unemployment which cost the Taxpayers money and every other business establishment in Oregon

Jap steel, reinforcing steel from Canada, concrete from out of state causes curtailment of productions at Oregon Steel Mill where I am employed. It also curtails

NOV 21 1962

business at present creating establishments in Oregon, which indirectly hurts Oregon Steel Mill.

Oregon Steel Mill is curtailing its business by laying off over 50 employees; one week in November during Thanksgiving, two weeks in December, and possibly one week in January.

Unemployment hurts every business establishment big or small by less money spending.

I believe that Federal, state, and local government building and also road building products should contain materials and workers from the state they are built in if available. By this we would eliminate future unemployment conditions that know and will exist from this bridge building products at Astoria

Yours Truly,
B B McKim. McKim
2425 S E. 62nd.
Portland 6 Oregon

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1962
FOR FILING

Court
Curves
Intersts
Astoria

October 17, 1962

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem 10, Oregon

Dear Governor Hatfield:

I am attaching a suggested reply to a letter from Mr. F. E. McCaslin of the Oregon Portland Cement Company concerning the purchase of cement manufactured outside of the State of Oregon. As you know, this bond issue will be a considerable drain upon the highway finances and in order to protect ourselves we believe it very advisable to keep the project under federal aid so that in case of difficulty in the future, federal-aid monies can be applied upon retirement of the bonds. The Federal regulations are very specific. The following is quoted from the Bureau of Public Roads memorandum:

> "Pursuant to Federal-aid Regulations, no requirement shall be contained in the specifications or special provisions governing any contract entered into by the State providing price differentials for, requiring the use of, or otherwise discriminating in favor of, materials produced within the State."

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc G. S. Paxson
Victor D. Wolfe

GSP:ms hlb

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
October 17, 1962

Mr. F. E. McCaslin, President
Oregon Portland Cement Company
111 S. E. Madison
Portland 14, Oregon

Dear Mr. McCaslin:

Upon receipt of your letter of October 10 relative to the cement to be used in the construction of the Astoria Bridge, I contacted our State Highway Department concerning the matter. I am advised that the project has been programmed as a federal-aid project to make possible the application of federal-aid funds to retire the bonds if some contingency should arise to make this advisable. Being a federal-aid project, the federal rules will not permit preference for any product manufactured within the state, and the State is without any authority to require its contractor to purchase material from any particular source.

Another matter which has a bearing upon the requirement of cement produced within the State of Oregon is that this is a joint project with the State of Washington, and it is very improbable that Washington would look favorably upon a requirement for Oregon-produced materials.

Our State Highway Department also informs me that it has no information as to the intent of the contractor in purchasing his materials. Under the specifications covering this

job, material purchases are entirely optional with the contractor provided the materials furnished meet the specification requirements of the project.

I regret the diversion of these material orders to outside concerns, but in view of the federal rules under which we must work I see no way in which the contractor can be required to purchase his material from any particular source.

cc G. S. Paxson
Victor D. Wolfe

GSP:ms hlb

OREGON PORTLAND CEMENT COMPANY

111 S E MADISON
PORTLAND 14, OREGON

F. E. Mc CASLIN
PRESIDENT

October 10, 1962

Honorable Mark Hatfield, Governor
State of Oregon
Salem, Oregon

Dear Governor Hatfield:

We would like to present to you a vigorous protest concerning the use of out-of-state materials for construction projects in the State of Oregon, which are paid for by bond issues or otherwise by the citizens of Oregon, when local materials are available in abundance and of comparable price and quality.

We are referring particularly to the Astoria Bridge job, upon which we are told the contractor has purchased Portland Cement manufactured outside of the State of Oregon. We are not positive that the deal has been consummated.

We have also been told that the reason was that the contractor had had some previous contact with our out-of-state competition in some project in the English Channel.

In other words, local material was closed out entirely on this project, which is paid for by the taxpayers of Oregon, as a result of what appears to be an artificial reason.

We commend your office upon the excellent progress you have made toward the stimulation of the Industrial Development of Oregon.

Protection of the existing payrolls and the taypayers of Oregon against such incidents as noted herein would in our opinion be of equal importance to our state.

Yours sincerely,

F. E. McCaslin

FEMc/pb

OCT 11 1962

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APR 5 - 1963
FOR FILING

NOTED
P. M. STEPHENSON

NOTED
R. L PORTER

U.S. Materials

PORTLAND (AP) — Exclusive use of American-made materials was specified by the Oregon Highway Commission Friday for construction of the Columbia River bridge at Astoria.

This was the best news in the paper.

Thanks to the person or persons who ~~had~~ made the decision.

Mr & Mrs E Tibbon
100% Americans
from Washington

Cab'd
Ltr 4-4-63

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APR 5 - 1963
FOR FILING

F-002-1(16)
(a264)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1963

SUBJECT:

To:
Forrest Cooper
State Highway Engineer
D e p a r t m e n t

Yesterday afternoon as you had directed, I delivered a copy of an excerpt from the Commission Minutes of March 14, page 33698, to Representative Packwood.

After reading the excerpt, Representative Packwood asked me to explain to him what "fabrication" meant, which I did. He then stated that he could readily understand the Commission's decision with respect to this policy because of the difficulty of shop inspection in a foreign country.

He next asked if the Commission's policy with respect to the requirement for purchasing U.S. made steel would apply to future contracts and my answer to him was that this action of the Commission concerned only the steel for the superstructure of the Astoria Bridge and that I could not tell him what the policy would be on future contracts.

He seemed pleased to get the information and did not indicate that he was at all critical of the Commission in any way.

R. B. Sipprell
Liaison Engineer

RBS:el

cc - R. L. Porter
Victor Wolfe
Floyd Query

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APR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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F-003-1(16)
1-208

January 22, 1963

The Colorado Fuel and Iron Corporation
John A. Roebling's Sons Division
900 First Avenue South
Seattle 4, Washington

Attention Mr. James E. Johnson

Gentlemen:

Reference is made to your letter of January 8 in regard to the use of domestic-manufactured materials in all State Highway Department contracts.

The State Highway Commission believes that the determination of the use of domestic or foreign materials is one for legislative action.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
P. M. Stephenson
Victor B. Wolfe

PMS:er bbc

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1963
FOR FILING

Form 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 23, 1963

H. F. MOY,
SECRETARY
CHIEF ENGINEER

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. R. L. Porter
Deputy State Highway Engr.

Dear Sir:

I refer you to previous correspondence in regard to the construction of the Columbia River Bridge at Astoria, and more particularly to my letter of March 21, 1962, commenting on encroachments listed as Parcels 1, 2, and 3, and construction easement needed for retaining wall west of Kingston Ave. in the vicinity of present Barbey Packing Corp. cold storage plant.

I understand that a contract will be let shortly for the proposed bridge approaches, and as of this writing the Oregon State Highway Department and the S.P.& S. Railway have reached no agreement on construction easements in the area of Kingston Ave. as well as procedure to follow on the Barbey Packing Corp. spur and the opening of a public crossing one block east of Kingston Ave. The S.P.& S. Railway does not want to be placed in the position of holding up the Oregon State Highway Department on the

NOTED
R. L. PORTER

progressing of this particular part of your construction.

I would, therefore, suggest that you give immediate attention to completing street dedications for the City of Astoria as well as other items pertaining to this phase of the project which involves the S.P.& S. Railway. It would certainly be to the advantage of all concerned to get a construction agreement fully executed as soon as possible so this work will not be delayed.

Very truly yours

H F Moy

Chief Engineer

HFM—o

RECEIVED
APR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1963
OREGON
STATE HIGHWAY COMMISSION

DATE OF OPENING BIDS April 23, 1963
NO. OF BIDS RECEIVED 4

OREGON STATE HIGHWAY DEPARTM

ITEMIZED BIDS RECEIVED

SECTION Astoria Bridge, Steel Superstructure
HIGHWAY U. S. Highway 101
COUNTY Clatsop Co. Ore., Pacific Co. Wn.
TYPE OF WORK Bridge No. 7949

NO.	ITEM	QUANTITY	UNIT	United States Steel Corp. Pittsburgh, Pa. UNIT BID	AMOUNT	Bethlehem Steel Co. Bethlehem, Pa. UNIT BID	Am As Et Ga Sa
1	CLASS A CONCRETE	1.000	LUMP SUM	250000.00	250,000.00	268400.00	28
2	METAL REINFORCEMENT	1.000	LUMP SUM	55000.00	55,000.00	61000.00	6
3	STRUCTURAL STEEL	1.000	LUMP SUM	1693000.00	1,693,000.00	2208345.00	192
4	METAL PARAPET RAILING TWO PIPE	4,951.000	LIN FT	6.00	29,706.00	5.40	
5	ELECTRICAL WORK	1.000	LUMP SUM	12000.00	12,000.00	10908.00	1
6	CLASS A CONCRETE	1.000	LUMP SUM	184000.00	184,000.00	190800.00	20
7	METAL REINFORCEMENT	1.000	L4MP SUM	46000.00	46,000.00	51200.00	5
8	STRUCTURAL STEEL	1.000	LUMP SUM	627000.00	627,000.00	603455.00	64
9	METAL PARAPET RAILING SINGLE PIPE	2,400.000	LIN FT	3.50	8,400.00	2.93	
10	METAL PARAPET RAILING 2-PIPE	1,200.000	LIN FT	6.00	7,200.00	5.21	
11	CLASS A CONCRETE	1.000	LUMP SUM	175000.00	175,000.00	181300.00	19
12	METAL REINFORCEMENT	1.000	LUMP SUM	38000.00	38,000.00	42200.00	4
13	STRUCTURAL STEEL	1.000	LUMP SUM	1257000.00	1,257,000.00	1606407.00	136
14	METAL PARAPET RAILING TWO PIPE	3,444.000	LIN FT	6.00	20,664.00	5.21	
15	TREATED TIMBER IN PLACE	28.000	M-FBM	475.00	13,300.00	475.00	
16	ELECTRICAL WORK	1.000	LUMP SUM	8000.00	8,000.00	7420.00	
17	CLASS A CONCRETE	1.000	LUMP SUM	237000.00	237,000.00	239500.00	25
18	METAL REINFORCEMENT	1.000	LUMP SUM	50000.00	50,000.00	50900.00	5
19	STRUCTURAL STEEL	1.000	LUMP SUM	5360000.00	5,360,000.00	6302704.00	593

LOW BID

DATE OF OPENING BIDS April 23, 1963
NO. OF BIDS RECEIVED 4

OREGON STATE HIGHWAY DEPARTM

ITEMIZED BIDS RECEIVED

SECTION Astoria Bridge, Steel Superstructure
HIGHWAY U. S. Highway 101
COUNTY Clatsop Co. Ore., Pacific Co. Wn.
TYPE OF WORK Bridge No. 7949

NO.	ITEM	QUANTITY	UNIT	United States Steel Corp. Pittsburgh, Pa. UNIT BID	AMOUNT	Bethlehem Steel Co. Bethlehem, Pa. UNIT BID	W... A... E... G... S...
1	CLASS A CONCRETE	1.000	LUMP SUM	250000.00	250,000.00	268400.00	2
2	METAL REINFORCEMENT	1.000	LUMP SUM	55000.00	55,000.00	61000.00	
3	STRUCTURAL STEEL	1.000	LUMP SUM	1693000.00	1,693,000.00	2208345.00	19
4	METAL PARAPET RAILING TWO PIPE	4,951.000	LIN FT	6.00	29,706.00	5.40	
5	ELECTRICAL WORK	1.000	LUMP SUM	12000.00	12,000.00	10908.00	
6	CLASS A CONCRETE	1.000	LUMP SUM	184000.00	184,000.00	190800.00	2
7	METAL REINFORCEMENT	1.000	L4MP SUM	46000.00	46,000.00	51200.00	
8	STRUCTURAL STEEL	1.000	LUMP SUM	627000.00	627,000.00	603455.00	6
9	METAL PARAPET RAILING SINGLE PIPE	2,400.000	LIN FT	3.50	8,400.00	2.93	
10	METAL PARAPET RAILING 2-PIPE	1,200.000	LIN FT	6.00	7,200.00	5.21	
11	CLASS A CONCRETE	1.000	LUMP SUM	175000.00	175,000.00	181300.00	1
12	METAL REINFORCEMENT	1.000	LUMP SUM	38000.00	38,000.00	42200.00	
13	STRUCTURAL STEEL	1.000	LUMP SUM	1257000.00	1,257,000.00	1606407.00	1
14	METAL PARAPET RAILING TWO PIPE	3,444.000	LIN FT	6.00	20,664.00	5.21	
15	TREATED TIMBER IN PLACE	28.000	M-FBM	475.00	13,300.00	475.00	
16	ELECTRICAL WORK	1.000	LUMP SUM	8000.00	8,000.00	7420.00	
17	CLASS A CONCRETE	1.000	LUMP SUM	237000.00	237,000.00	239500.00	
18	METAL REINFORCEMENT	1.000	LUMP SUM	50000.00	50,000.00	50900.00	
19	STRUCTURAL STEEL	1.000	LUMP SUM	5360000.00	5,360,000.00	6302704.00	5

LOW BID

F.A.P. NO. F-003-1(16)
SHEET NO. 1 OF 2 SHEETS PAGE 3

EGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

United States Steel Corp. Pittsburgh, Pa.		Bethlehem Steel Co. Bethlehem, Pa.	Murphy Pacific Assoc. & Ets-Hokin & Galvin, Inc. San Francisco	John F.Beasley Const. Co. Chicago		
UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
250000.00	250,000.00	268400.00	288000.00	245000.00		
55000.00	55,000.00	61000.00	65456.00	56000.00		
693000.00	1,693,000.00	2208345.00	1920277.00	1810000.00		
6.00	29,706.00	5.40	6.00	5.50		
12000.00	12,000.00	10908.00	11708.00	10000.00		
184000.00	184,000.00	190800.00	204734.00	200000.00		
46000.00	46,000.00	51200.00	54900.00	47000.00		
627000.00	627,000.00	603455.00	646861.00	682500.00		
3.50	8,400.00	2.93	3.45	3.50		
6.00	7,200.00	5.21	6.00	5.50		
175000.00	175,000.00	181300.00	194540.00	200000.00		
38000.00	38,000.00	42200.00	45282.00	39000.00		
1257000.00	1,257,000.00	1606407.00	1360915.00	1310000.00		
6.00	20,664.00	5.21	6.00	5.50		
475.00	13,300.00	475.00	500.00	400.00		
8000.00	8,000.00	7420.00	7962.00	7500.00		
237000.00	237,000.00	239500.00	256991.00	235000.00		
50000.00	50,000.00	50900.00	54617.00	51000.00		
5360000.00	5,360,000.00	6302704.00	5931479.00	5576500.00		

LOW BID

DATE OF OPENING BIDS April 23, 1963
NO. OF BIDS RECEIVED 4

OREGON STATE HIGHWAY DEPART

ITEMIZED BIDS RECEIVED

SECTION Astoria Bridge, Steel Superstructure
HIGHWAY U. S. Highway 101
COUNTY Clatsop Co. Ore., Pacific Co. Wn.
TYPE OF WORK Bridge No. 7949

NO.	ITEM	QUANTITY	UNIT	United States Steel Corp. Pittsburgh, Pa. UNIT BID	AMOUNT	Bethlehem Steel Co. Bethlehem, Pa. UNIT BID	
20	METAL PARAPET RAILING TWO PIPE	4,932.000	LIN FT	6.00	29,592.00	5.21	
21	ELECTRICAL WORK	1.000	LUMP SUM	21000.00	21,000.00	20350.00	
	TOTAL BID				10,121,862.00	11,941,847.36	1

LOW BID

F.A.P. NO. F-003-1(16)
SHEET NO. 2 OF 2 SHEETS PAGE 3

REGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

United States Steel Corp. Pittsburgh, Pa.		Bethlehem Steel Co. Bethlehem, Pa.	Murphy Pacific Assoc. & Ets-Hokin & Galvin, Inc. San Francisco	John F. Beasley Const. Co. Chicago		
UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
6.00	29,592.00	5.21	6.00	5.50		
21000.00	21,000.00	20350.00	21836.00	20500.00		
	10,121,862.00	11,941,847.36	11,175,000.00	10,589,498.50		

LOW BID

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COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 22, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention: 08-35.3

Dear Sir:

In response to your letter of April 12, 1963, conveying Mr. E. M. Cope's request for certain additional annual highway statistical data, we are enclosing three copies of a supplemental tabulation showing receipts and expenditures of the Astoria-Megler Toll Bridge for the calendar year 1962.

The data included in this statement are in accord with the items listed in PRM30-5.1. All of the receipts and expenditures for the bridge had been included in the PR-531 and PR-532 reports previously submitted for the state.

In future years we shall submit a report for this facility prepared in the same form as we have used this year. Unless advised otherwise, we shall include all items of income and expense for this facility in the annual PR-531 and PR-532 reports for the state as has been the practice in the past.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

Inclosures

bc: Tom Edwards

NOTED
TOM EDWARDS

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APR 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
April, 1963

STATEMENT OF RECEIPTS AND EXPENDITURES
ASTORIA-MEGLER TOLL BRIDGE
Calendar Year 1962

Cash and Investments 1/1/62	- -
Receipts:	
Highway User Revenues	- -
Bridge Tolls	- -
Bond Proceeds (par)	$ 12,000,000
Premium (Discount) on Bonds Sold	(237,600)
Accrued Interest on Bonds	9,000
Income from Investments	263,820
Concessions and Rentals	- -
Miscellaneous	- -
Total Receipts	$ 12,035,220
Total funds available	$ 12,035,220
Expenditures	
Engineering	281,180
Right of Way	136,999
Construction	310,835
Maintenance	- -
Fare Collection	- -
Administration	- -
Insurance	- -
Bond Interest	405,000
Bond Redemption (par)	- -
Exchange Charges	8,963
Other	- -
Total Expenditures	$ 1,142,977
Cash and Investments 12/31/62	$ 10,892,243
Total funds accounted for	$ 12,035,220

Astoria Bridge #7949 4-16-62

I. Introduction:

A. 1. War Department permit issued in 1932 to Oregon-Washington Bridge Trustees with Robinson and Steinman as consulting Engineers. Permit renewed but allowed to lapse in 1941 as not being economically feasible.

2. Project renewed in 1953-54 through a four-party agreement between Pacific County, Washington Toll Bridge Authority, Port of Astoria, and the Oregon State Highway Commission. Tudor Engineering Company retained to make a feasibility report. Report not favorable.

B. 1. 1957 Oregon Legislative directive to negotiate an agreement with State of Washington for surveys, preliminary plans, and cost estimates. Report to be made to 1959 legislature.

2. Directive of 1961 Legislature to prepare agreements with State of Washington. Authorized $24,000,000 general obligation bonds and to proceed with construction.

II. General Features of Location and Design:

A. 1. Location approximately 1200' upstream from Tudor location with Astoria Approach revised in direction to follow contour of hill.

2. Elimination of retaining walls and fills and possible unstable side hill.

3. Shortening of river crossing but added structure length on side hill in Astoria Approach.

4. Navigation horizontal and vertical clearances. (Main channel 204' @ center line to 192' @ pier, 1070' horizontal between fenders. N. channel 49' and 300' horizontal. All vertical clearances above M.L.W.

E. 1. Geometry of Structure

a. North approach----Rock fill and 1-150' welded steel girder
b. North channel-----7-351 through trusses
c. Transition--------8-150' welded steel girders
d. Viaduct across Desdemona Sands-140-80' prestressed beam spans
e. Transition--------4-150' welded steel girders
f. Transition--------4-351' deck trusses
g. Main spans--------616'-1232'-616' (2464') continuous truss
h. Astoria Approach--1-304' deck truss.
i. Astoria Approach--3-135' curved R.C.B.C.
j. Astoria Approach--1468' of prestressed beams with curved box girder way at lower terminus. (currently being designed)
k. Roadwidth 28' with an increase to 32' at lower terminus due to curvature.

C. Design:

1. Pier Design:

a. Alternate A-precast shell type, tremie concrete fill
b. Alternate B-conventional cofferdam piers
c. No alternate for Piers 168-169-170 (to be cofferdam piers, unwatered and completed in the dry).

d. Pile types--prestressed concrete, timber, steel

NOTED
L. E. GEORGE

2. Super-structure Design:
   a. AASHO H20-S16 L.L. wind loads depending on structure height, earthquake loads.
   125% (wind loads 88 mph., 50 x 1.5 = 75 lbs. sq. ft. to 60 x 1.5 = 90
   160% (wind loads 113 mph. 75 x 1.5 lbs. per sq. ft. to 100 x 1.5 = 150 lbs./sq.ft.
   yield stress-----140 mph. in main span, piers, and anchorages.

   b. Truss Design by Washington Highway Department
   c. Types of structural steel: HY steel in tower legs and stress steel anchor rods (32 rods @ 137,000# = 4,400,000#)
   d. 4000 lbs. per square inch concrete in decks of trusses

3. Astoria Approach:
   a. Sidehill construction (some bents on 3/4 to 1 slope).
   b. Access to site as it influenced design

III. Description of individual contracts:

A. Washington approach, design and construction by Washington Highway Department

B. Pier contract awarded to DeLong Corporation, June 1962, $7,868,000
   1. Alternate A, precast shell type for 24 piers.
   2. Major quantities:
      a. Piling all types-No. 4502-lin. footage 362,200
      b. Concrete-all classes 71,500 cubic yards
      c. Reinforcing steel 5,900,000 lbs.
      d. Treated lumber 440 M. bm.

C. Superstructure Contract (Bid opening ~~April 23~~ May 10, 1963) 10,121,862.00 U.S.S. Corp.
   1. a. For fabrication and erection of almost 13,000 tons of structural steel of which 728 tons is HY steel. Minimum yield is 100,000 psi. Minimum ultimate tensile 115,000 psi.
      b. Concrete 7500 cubic yards
      c. Reinforcing 1,600,000 lbs.

D. Desdemona Sands Viaduct (Bid opening ~~April 23~~ April 25, 1963) 3,777,140.— J.H. Pomeroy + Co. & Am. C. Iler Mich. Ltd.
   1. 140-80' prestressed beam spans in 35 series of 4-80' spans each for partial continuity.
   2. Alternate types of construction
   3. Quantities
      a. 39,000 lin. feet of 48" diameter prestressed cylinder piles. 5" wall. Total of 417 piles-3 piles per bent.
      b. 560 precast prestressed beams
      c. 16,500 C.Y. conc. all classes
      d. 3,800,000# reinforcing

E. Astoria approach (1468') is now being designed — awarded to Pacific Conc. Co Sept. 25, 1964 1,173,333.—

IV. Construction:

A. Foundation investigation by State forces

B. (1) Field layout by triangulation. 1 second theodolites. Electro tape and geodometer used to check distances.
   (2) Triangulation towers by separate contract
   (3) Water towers on 8-12" pipe piles concrete filled encased in 2' thick R.C. slab.

C. 9 mile/ hr. Tides, fog and shifting sands

D. De Long barges on pier contract

E. Pile driving in Pier 169-(528-14" BP73 piling 190' long under seal).

F. Pier 9 base @ El. -85, stream bed @ El. -70.

G. Main span (1232') must be erected as cantilever. Discuss possible methods of 351' truss erection by shore erection and floating into place.

H. Completion set for April 30, 1965

1. Status of pier contract at the present time.

V. Slides (total of 87)

Traffic studies by Coverdale + Colpitts:

Estimated annual traffic 1966 = 238,000 - 650 A.D.T.
" " " 1975 = 325,000 - 890
average for years 1976-1985 = 374,000 - 1150
" " 1986-1995 = 480,000 - 1315

Yaquina Bay Brr.
4202' long
142' lift span, 45' V. clear. closed, 80' V.C. open, 130' hor. clear.
cost about $2,500,000

Financing Astoria Brr. ORS 367.370

	Deficit			
State of Oregon	1st	100,000.-		
State of Wash. 40% up to a max. of 200,000 State of Ore.		200,000.- max	Ore.	100,000
			Wash 40%	200,000
			Ore. 60%	300,000
		balance		500,000
			Ore.	balance

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(3) Clatsop, Oregon
Pacific, Washington

Astoria Bridge Steel Superstructure, Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section
Structure

(HOLDERS OF BIDDING PLANS)

Allied Structural Steel Co., Chicago, Ill.
John F. Beasley Const. Co., Dallas, Tex.
Bethlehem Steel Corp., Portland
J. E. Brown Co., Portland
J. M. Conley, Portland
DeLong Corp., c/o Hansen & Rowland, Tacoma, Wn.
Donald M. Drake Co., Portland
General Construction Co., Portland
Ben C. Gerwick, Inc., San Francisco, Cal.
Gunderson Bros. Engr. Corp., Portland
Peter Kiewit Sons' Co., Vancouver, Wn.
Manson Const. & Engineering Co., Seattle, Wn.
Massman Const. Co., Kansas City, Mo.
McNamara Corp. Ltd., Edmonton, Canada
McNamara Corp. Ltd., Burlingame, Cal.
Mitsui & Co. Ltd., Seattle, Wn.
M. M. Mossman, Sales Agent, Reliance Steel Products Co., Seattle, Wn.
Morrison-Knudsen Co., Inc., Seattle, Wn.
United Concrete Pipe Corp., Auburn, Wn.
United States Steel Corp., American Bridge Div., Portland

(HOLDERS OF INFORMATIONAL PLANS)

Ace Electric Co., Portland
A.I.M. Steel Ltd., Vancouver, Canada
Acme Maintenance Engineering Co., Montebello, Cal.
B & B Engineering Corp., Norwood, La.
A. H. Barbour & Sons, Inc., Portland
British Consulate, Portland
D. E. Burgess Co., San Francisco, Cal.
Don L. Cooney Inc., & Don L. Cooney, Tacoma, Wn.
Delmar Painting Co., Seattle, Wn.
Louis Elterich Co., Port Angeles, Wn.
Earl & Wright, San Francisco, Cal.
Emory Electric Co., Portland
Empire Pre-Stress Concrete of Oregon, Portland
H. P. Fisher & Sons, Seattle, Wn.

(3) Clatsop, Oregon
Pacific, Washington

Astoria Bridge Steel Superstructure, Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section - contd.
Structure

(HOLDERS OF INFORMATIONAL PLANS)
Continued

Farwest Steel Co., Eugene
L. P. Foster Co., San Francisco, Cal.
Fought & Co., Inc., Portland
Richard C. Gerke & Associates, San Marino, Cal.
Carl M. Halvorson, Inc., Portland
Hanson & Rowland, Inc., Tacoma, Wn.
J. I. Hass Co., Inc., Soap Lake, Wn.
Hannan Bros Co., Portland
International Paper Co., Wood Preserving Div., Longview, Wn.
Iowa Paint Manufacturing Co., Inc. Des Moines, Iowa
Jaggar-Sroufe Co., Portland
Jeffery Painting Co., Seattle, Wn.
Paul Jarvis, Inc., Sandpoint, Idaho
H. W. Kirch & Co., Sunnyvale, Calif.
Kaiser Steel Corp., Fabricating Div., Oakland, Cal.
Larson Const. Co., Astoria
Lord Electric Co., Inc., Portland
Longview Paint & Varnish Co., Longview, Wn.
Mercer Steel Co., Inc., Portland
Mitsubishi International Corp., Portland
C. J. Montag & Sons, Portland
J. L. Morgenson & Son, Astoria
National Steel Corp., Portland
Niedermeyer-Martin Co., Portland
Andrew Nesheim, Lynnwood, Wn.
Northwest Steel Fabricators, Inc., Vancouver, Wn.
Olson Electric Co., Vancouver, Wn.
Oregon Electric Railroad, Salem
Oregon Iron Works, Inc., Portland
Pacific Car & Foundry Co., Seattle, Wn.
Pacific Building Materials, Portland
Pacific Concrete Co., Portland
Pacific States Steel Corp., Union City, Cal.
Pervo Paint Co., Los Angeles, Cal.
Pittsburgh-Des Moines Steel Co., Des Moines, Iowa
Port of Astoria, Astoria
Puget Sound Painters, Inc., Seattle, Wn.

(3) Clatsop, Oregon
Pacific, Washington

Astoria Bridge Steel Superstructure, Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section - contd.
Structure

(HOLDERS OF INFORMATIONAL PLANS)
Continued

Reynolds Metals Co., Troutdale
Rose City Ironcraft Shop, Inc., Portland
Runnels Industries, Richmond, Cal.
Jack L. Sailors Co., Longview, Wn.
C. H. Savage Co., Portland
Schnitzer Steel Products Co., Portland
S. J. Shiro Glidden Co., San Francisco, Cal.
Soule' Steel Co., Portland
Stressteel Corp., San Francisco, Cal.
Stupp Bros. Bridge & Iron Co., St. Louis, Mo.
C. T. Takahashi and Co., Inc.
Engineering Div., San Francisco, Cal.
Tri-State Painting Co., Portland
Union Iron Works, Spokane, Wn.
H. Underwood Co., Red Bluff, Calif.
Wadsworth Electric, Astoria
Western Bridge Div., Canada Iron
Foundries, Vancouver, B. C.
Yuba Erectors, Emeryville, Cal.

(4) Coos

North Ten Mile Lake Bridge
Structure

(HOLDERS OF BIDDING PLANS)

Baughman & Son, Coos Bay
Orlando C. Bennard & Glenn Snook, Eugene
Coos Bay Dredging Co., Coos Bay
Fred Jensen, North Bend
Tom Lillebo Const. Co., Reedsport
Morse Bros., Harrisburg
Stach Construction Co., Grants Pass
Donald M. Thompson, North Bend

(HOLDERS OF INFORMATIONAL PLANS)

Eugene Sand & Gravel, Inc., Eugene
Farwest Steel Co., Eugene
Huntington Rubber Mills, Portland
Niedermeyer-Martin Co., Portland
Soule' Steel Co., Portland
Walder & Ke.worthy, Portland

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F-603-1(16)
6268
JOHN G. WHITE
GENERAL MANAGER OF SALES
FABRICATED STEEL CONSTRUCTION
H. A. SCHIRMER
MANAGER OF SALES
FRANK MENDEL
CONTRACTING MANAGER — TOWERS

Bethlehem Steel Company
(INCORPORATED)
PACIFIC COAST DIVISION
100 CALIFORNIA STREET
BOX 3494 RINCON ANNEX
San Francisco 19, Calif.

April 5, 1963

Oregon State Highway Department
Salem, Oregon

Attn: Mr Forrest Cooper, State Highway Engineer

Subject: PC 1862 Columbia River Bridge, Astoria, Oregon - Pt Ellice, Washington - Steel Superstructure Bridge No 7949 - Bids April 23, 1963

Gentlemen:

After a careful review of your Special Provisions for the subject project, we find that the delays clause included therein is intolerable and we, therefore, request that Article 1.8.6 "Increase in Time for Performance", Page 37 be amended as follows:

On the fourth line of the first paragraph after words "---obligations and duties---", insert "---any causes beyond the reasonable control of the contractor, including but not limited to strikes, embargoes or unusually inclement weather---".

We trust that you will see fit to make this amendment so that we can proceed with our estimate and ultimate bid.

Very truly yours,

BETHLEHEM STEEL COMPANY

H A Schirmer
Manager of Sales

HAS:fm
tripl

NOTED
P. M. STEPHENSON

F-003-1(16) Astoria Br. Steel Superstructure, Columbia River Br. 1963

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MAY 6 1963
ROBERT Y. THORNTON
ATTORNEY GENERAL
FOR FILING

F-003-1(16)
c.267

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM 10

March 25, 1963

Admin
Laws
Opinions +
Decisions

Honorable Edward N. Fadeley
State Senator
Capitol

No. 5614

You have asked our opinion on several matters relating to chapters 345, 381 and 483, Oregon Laws 1961. Before proceeding to your questions, it might be well to state briefly, in so far as they are pertinent hereto, the provisions of each chapter and the differences in each.

Chapter 345 amended ORS 366.7021 and 366.7029 and is now codified in ORS chapter 367. This chapter provides that the State Highway Commission "shall issue and sell state highway bonds" for the "location and construction of a bridge over the Columbia River * * * as shown and described in 'A Report On A Proposed Bridge Across The Columbia River,' prepared by the Oregon and Washington State Highway Commissions, dated January 1959." Interest may be paid from funds dedicated under Article IX, § 3, Oregon Constitution.

The pertinent portions of chapters 381 and 483 are identical to the extent that each provides that the State Highway Commission "may issue and sell state highway bonds" for the "location, relocation, improvement, construction and reconstruction of state highways and bridges." Chapter 483 contains an additional provision not found in chapter 381 requiring that the highway construction be "in the area or areas of the state, as determined by the com-

mission, where the needs of the state highway system are most immediate and where there are depressed economic conditions." Interest on the bonds may likewise be paid with Article IX, § 3, funds.

Proceeding now to your first question relating to these chapters you ask:

> "In view of Oregon Constitution Article IX, Secs. 2 and 6 and the use of the words 'retirement of bonds' (compare wording and details of lettered articles XI) in Sec. 3 is it constitutionally permissible to pay the interest on bonds sold under laws such as Ch. 345, 381, and 483, Oreg. L. 1961 from fuel tax or other IX, 3, dedicated funds?"

Article IX, §§ 2 and 6, Oregon Constitution, mentioned in your question, provide for the method of handling current state expenses and any deficiency which might arise during a fiscal year. No provision is made in Article IX authorizing the issuance of bonds which, since it would be a lending of the state's credit, would be controlled by Article XI, § 7. Moore v. Olcott, (1922) 105 Or. 269, 209 P. 498. Because of the limitations of Article XI, § 7, against lending the state's credit in excess of $50,000, subsequent lettered article amendments to Article XI (e.g., Article XI-F(2) Veterans' Bonus), provide specific authority as to issuance of bonds and the payment of interest thereon. Since Article IX, §§ 2 and 6, relate to current state expenses and deficiencies, if any, and lettered article amendments to Article XI are constitutional authority to issue bonds over and beyond the limits of Article XI, § 7, they have no bearing on your specific question. The differences in wording of the articles referred to in the question relate to different problems with

no relevancy to the instant question.

Article XI, § 7, as it presently reads, specifically excepts debts and liabilities created "to build and maintain permanent roads" to the extent of "one percent of the true cash value of all the property of the state taxed on an ad valorem basis * * *." The amendment of Article IX, § 3, Oregon Constitution, on November 3, 1942, levied a tax on gasoline and motor vehicles. The funds derived therefrom were to "be used exclusively for the construction * * * of public highways * * * including the retirement of bonds * * *." No specific constitutional direction exists for the payment of interest on such bonds, however. Concerning this amendment and the payment of interest, it was stated in Opinions of the Attorney General, 1942-1944, p. 101, as follows:

> "You also state that the amendment provides for the retirement of bonds but is silent as to interest payments, and ask if the secretary of state has authority to issue his warrant drawn on the state highway fund for the payment of interest when due on state highway bonds which may now be outstanding or subsequently issued.
>
> "The amendment provides for the disposition of funds therein mentioned after providing for the cost of administration, including the retirement of bonds for the payment of which such revenues have been pledged.
>
> "It is my opinion that it would be necessary to pay the interest on the bonds before retiring same, and that the amendment contemplates and requires that interest be paid as a part of the bonded indebtedness."

From the foregoing, it is our opinion that it is constitutionally permissible for the legislature in chapters 345, 381 and 483, Oregon Laws 1961, to direct that the payment of interest on the highway bonds so authorized shall

be from funds derived from gasoline and motor vehicle taxes under Article IX, § 3. Therefore, the answer to your first question is in the affirmative.

The second question reads as follows:

> "As a second question, since the language in the enabling Acts is 'may' issue bonds does the Highway Commission have to do so or can it decide not to?"

As indicated above, it should be noted that chapter 345, Oregon Laws 1961, does not use the word "may" but states that the State Highway Commission "shall" issue and sell bonds of a stated amount. Chapters 381 and 483, Oregon Laws 1961, do use the word "may."

The latest reference to the use of the word "may" by our Supreme Court is in Holland v. Strawn, (1962) 75 Adv. Sh. 715, 720, 377 P. (2d) 1, 3. In considering an amended Act, the court said the following in connection with the use of "may":

> " * * * It is a term that generally denotes permission or discretion; it occurs in the amended act where the reader would expect to find the expression of authorization, permission or sufferance. According to 57 CJS, page 456:
>
> "'The verb "may" may be, and usually is, employed as implying permissive or discretional, and not mandatory, action or conduct * * * .'"

Nothing in the chapters in question requires that the words "shall" and "may" be used in other than their usual context.

The answer to this question, then, depends on the legislature's use of the words "shall" and "may." As to chapter 345, after complying with the requirements set forth therein, it is mandatory upon the State Highway Commission to issue the authorized bonds for the purposes stated therein.

With regard to chapters 381 and 483, the legislature has left it to the sound discretion of the State Highway Commission as to whether any or all of the bonds authorized are to be issued.

Your third question posed is as follows:

> "As a third question, since these acts were passed with a specific location in the legislative mind, even though the acts either do not contain a specific reference or the reference is deleted by amendment or an indirect reference is made, do they or any of them violate Art. IV, Sec. 23 prohibiting special acts?"

Article IV, § 23 (7), Oregon Constitution, states:

> "The Legislative Assembly, shall not pass special or local laws, in any of the following enumerated cases, that is to say:
>
> * * *
>
> "For laying, opening, and working on highways, and for the election, or appointment of supervisors; * * * "

The terms "local" and "special" as they relate to this question were defined in Maxwell v. Tillamook County, (1891) 20 Or. 495, 498, 26 P. 803, as follows:

> " * * * In general language, a local statute may be said to be one that is operative only within a portion of a state, and a special statute is one that is applicable to particular individuals or things. * * * "

Thus, if chapters 345, 381 or 483 fall within the definition of a "local" or "special" law, they would be in violation of Article IV, § 23, since they relate to highway construction.

Before proceeding to examine each of these chapters it might be well to keep in mind the following language with reference to what you state may have been the legislative intention and the actual wording of the chapters. The follow-

ing language is from Kinney v. Astoria et al., (1923) 108 Or. 514, 217 P. 840:

> "The judicial department must, when passing upon the nature of the purpose of a statute, base its decision upon the matters appearing upon the face of the statute, and possibly facts of which judicial notice may be taken may also be considered; but ordinarily a court cannot make an independent inquiry as to facts which do not appear in the statute and are discoverable only outside of the provisions of the statute, and then, based upon such extraneous facts, say that the statute is unconstitutional; * * * "

Chapter 345, Oregon Laws 1961, concerns the issuance of bonds for the construction of a bridge which is only identified therein as being that bridge "shown and described in 'A Report On A Proposed Bridge Across The Columbia River,' prepared by the Oregon and Washington State Highway Commissions, dated January 1959." This report was compiled as a direct result of chapter 207, Oregon Laws 1957. The bridge's location on the Columbia River was apparently jointly selected by the Oregon and Washington Highway Commissions rather than by either state legislature. This bridge is, of course, commonly known as the Astoria Bridge. Although the report pertains to a specific location, as selected by the State Highway Commissions, it affects more than the area of Astoria and the inhabitants therein. After a discussion of what constitutes a "local" law, the court, in Allen v. Hirsch, (1880) 8 Or. 412, 424, said this:

> " * * * In contradistinction to these, all acts which relate to the location and construction of the public buildings of a state, to the establishment of new counties and prescribing their limits, are public acts, because in their very nature the people of the whole state have an interest in them. * * * "

And continuing, at page 425:

> " * * * The general principle to be deduced from all the authorities seems to be this, that whenever an act of the legislature authorizes any public road or other internal improvement to be made or other act to be done, which in its nature is more beneficial to the community at large than to the inhabitants in the immediate locality of the road, or other internal improvements, such act is to be considered a public and not a special or local law."

The Astoria Bridge upon completion will become an integral part of the Oregon Coast Highway and will complete that highway into the State of Washington without the further use of ferries. Its economic effect will reach far beyond the City of Astoria or Clatsop County. Rockhill v. Benson, (1920) 97 Or. 176, 191 P. 497.

As indicated above, chapter 381 provides that the State Highway Commission "may" issue bonds for the construction of "state highways and bridges." In this respect, chapter 483 is identical in wording. Nothing in the wording of either chapter discloses anything indicating a special or local Act prohibited by Article IV, § 23. Nothing in the way of extraneous facts can be worded into these chapters by the judicial department according to Kinney v. Astoria et al., supra.

Chapter 483 does, however, require that funds derived from the issuance of the authorized bonds shall be used for "state highways and bridges in the area or areas of the state, as determined by the commission, where the needs of the state highway system are most immediate and where there are depressed economic conditions." Such a requirement would have equal applicability to all such areas similarly classified without creating a preference or estab-

lishing inequality for certain individuals or a specific area over other individuals or areas similarly classified. This is a type of preference or inequality that is not prohibited by Article IV, § 23. Of this article the court, in Maxwell v. Tillamook County, (1891) 20 Or. 495, 502, 26 P. 803, made this statement:

> " * * * It would require as to these matters that they should be regulated by general laws of uniform operation throughout the state. * * * "

Our conclusion derived from the foregoing is that chapters 345, 381 and 483, Oregon Laws 1961, are not local or special Acts and are constitutional.

The fourth question is stated as follows:

> "As a fourth question, if Sec. 23 is not violated (i.e. you believe these are not special or local acts) can the Highway Commission be legally compelled to spend revenues from bonds at or near the location which was in the legislative mind when the act was passed? In other words can't the Commission do as it decides as to where the funds are spent?"

Since the cited chapters are in our opinion constitutional in respect to Article IV, § 23 (7), the permissive or mandatory direction of the legislature would again control as in the second question above. Funds derived from the issuance of bonds under chapter 345 must be used in constructing the bridge described therein under mandate of the legislature. Chapter 381 contains only a reference to "state highways and bridges." Chapter 483 goes further than chapter 381 requiring the funds be used on state highways and bridges where the needs are immediate and depressed economic conditions exist. The legislature has not seen fit to expressly direct that the funds from such bonds, if the

State Highway Commission determines to issue such bonds, be used at any specific location or area or on any particular state highway. Funds derived from the issuance of bonds under chapters 381 and 483 may be used in constructing any state highway or bridge which the State Highway Commission, in its sound discretion, subject of course to the additional requirements of chapter 483, may determine to be necessary.

Therefore, in direct answer to your fourth question, it is our opinion that with respect to chapter 345, after the State Highway Commission complies with all of the requirements set forth therein and issues the authorized bonds, it is mandatory upon the commission to expend the funds derived therefrom for the location and construction of the bridge described in the report of the Oregon and Washington State Highway Commissions as mentioned in chapter 345. Under chapters 381 and 483 the State Highway Commission is not required to issue any of the authorized bonds. However, if at the discretion of the commission any of the authorized bonds are issued, the State Highway Commission is not lawfully compelled to expend the funds derived therefrom on any particular highway under the jurisdiction of the State Highway Commission and within the limits of the proposed bond issue.

Very truly yours,

ROBERT Y. THORNTON
Attorney General

By
Armand L. Riveness
Assistant

ALR jm r

RECEIVED
MAR 21 1963
FOR FILING

March 20, 1963

Daily Journal of Commerce
P. O. Box 932
Portland, Oregon

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" listing the Columbia River Bridge Steel Superstructure project at Astoria, Oregon, on which bids are to be received by the Commission on April 23, 1963.

Please run this as a paid advertisement in your publication issues of March 22, if possible, and March 29.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Clearance from the Bureau of Public Roads has not been received on this project. Unless you hear otherwise from us by 2:00 p.m. tomorrow, March 21, the ad may be run as is.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC: Mr. Forrest Cooper
Mr. Alfred W. Parsons
Mr. Gordon Winchcomb (Chg. 5001-900)
fp

March 20, 1963

AIR MAIL

TIMES-STAR
1729 Grand Avenue
Kansas City, Missouri

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" listing the Columbia River Bridge Steel Superstructure project at Astoria, Oregon, on which bids are to be received by the Commission on April 23, 1963.

Please run this as a paid advertisement in your first publication after receipt of this notice, and on April 3.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC: Mr. Forrest Cooper
Mr. Alfred W. Parsons
Mr. Gordon Winchcomb (Chg. 5001-900)
fp

March 20, 1963

Daily Journal of Commerce
83 Columbia Street
Seattle, Wn., 4

Attention: Mr. Lowell Richards

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" listing the Columbia River Bridge Steel Superstructure project at Astoria, Oregon, on which bids are to be received by the Commission on April 23, 1963.

Please run this as a paid advertisement in your first publication after receipt of this notice, and on April 3.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC: Mr. Forrest Cooper
Mr. Alfred W. Parsons
Mr. Gordon Winchcomb (Chg. 5001-900)
fp

March 20, 1963

AIR MAIL

Daily Journal of Commerce
516 Natchez Street
New Orleans, La.

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" listing the Columbia River Bridge Steel Superstructure project at Astoria, Oregon, on which bids are to be received by the Commission on April 23, 1963.

Please run this as a paid advertisement in your first publication after receipt of this notice, and on April 3.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC: Mr. Forrest Cooper
Mr. Alfred W. Parsons
Mr. Gordon Winchcomb (Chg. 5001-900)
fp

March 20, 1963

AIR MAIL

Chicago Construction News
22 West Monroe Street
Chicago 3, Illinois

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" regarding the Astoria Bridge Steel Superstructure Project, on which bids are to be received by the Oregon State Highway Commission in Salem, Oregon, on April 23, 1963.

Please run this as a paid advertisement in your publication issues the first day after receipt of the notice and on April 3, 1963.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jme

Encl.

cc: Forrest Cooper
A. W. Parsons - BPR
Gordon Winchcomb (Chg. 5001-900)

March 20, 1963

AIR MAIL

Daily Pacific Builder
465 - 10th Street
San Francisco, California

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" regarding the Astoria Bridge Steel Superstructure Project, on which bids are to be received by the Oregon State Highway Commission in Salem, Oregon, on April 23, 1963.

Please run this as a paid advertisement in your publication issues the first day after receipt of the notice and on April 3, 1963.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl.

cc: Forrest Cooper
A. W. Parsons - BPR
Gordon Winchcomb (Chg. 5001-900)

March 20, 1963

AIR MAIL

Southwest Builder
1660 Beverley Boulevard
Los Angeles, California

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" regarding the Astoria Bridge Steel Superstructure Project, on which bids are to be received by the Oregon State Highway Commission in Salem, Oregon, on April 23, 1963.

Please run this as a paid advertisement in your publication issues on the first day after receipt of the notice and on April 3, 1963.

Your invoice, in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jme

Encl.

cc: Forrest Cooper
A. W. Parsons - BPR
Gordon Winchcomb (Chg. 5001-900)

RECEIVED
MAR 21 1963
FOR FILING
Coast
Bridge
Interstate
Astoria

March 20, 1963

Pacific Builder & Engineer, Inc.
1945 Yale Place North
Seattle 2, Wn.

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" listing the Columbia River Bridge Steel Superstructure project at Astoria, Oregon, on which bids are to be received by the Commission on April 23, 1963.

Please run this as a paid advertisement in the first issue of your NORTHWEST CONSTRUCTION NEWS, Daily, after receipt of this notice. We will also appreciate your running it as a news item in the next issue of your NORTHWEST CONSTRUCTION NEWS, Weekly.

It is our understanding that we will be charged for only one insertion. Your invoice in triplicate, with one tear sheet for the insertion date, should be mailed to my attention.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mr. Alfred W. Parsons
Mr. Gordon Winchcomb (Chg. 5001-900)
fp

March 20, 1963

AIR MAIL

Engineering News-Record
330 W. 42nd Street
New York, New York

Gentlemen:

Attached is a copy of the State Highway Commission's "Notice to Contractors" regarding the Astoria Bridge Steel Superstructure Project, on which bids are to be received by the Oregon State Highway Commission in Salem, Oregon, on April 23, 1963.

Please run this as a paid advertisement in the first issue published after receipt of this letter.

Your invoice in triplicate, with one tear sheet for each insertion date, should be mailed to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Encl.

cc Forrest Cooper
A. W. Parsons - BPR
Gordon Winchcomb (Chg. 5001-900)

~~OREGON STATE HIGHWAY COMMISSION~~

NOTICE TO CONTRACTORS
Columbia River Bridge Steel Superstructure
~~April 23, 1963~~

Sealed bids on the following project will be received and opened by the State Highway Commission in Room 419, State Highway Building, Salem, Oregon, at 9:00 a.m., Pacific Standard Time, Tuesday, April 23, 1963. Action on award will be taken by the Highway Commission at its meeting in Salem on April 25, 1963.

BIDS TO BE OPENED AT 9:00 A.M. (PAC. STD. TIME), TUESDAY, APRIL 23, 1963

CLATSOP COUNTY, OREGON, AND PACIFIC COUNTY, WASHINGTON: Astoria Bridge Steel Superstructure, Columbia River Bridge, Astoria, Oregon, Pt. Ellice, Washington Section, US 101. FAP No. F-003-1(16). Requires Railroad Insurance, and approx. 7,540 cu. yds. Class "A" Conc.; 1,576,000 lbs. metal reinf.; 25,686,000 lbs. struct. steel; 7 through trusses, approx. 354' in length; 12 welded plate girder spans, approx. 150' in length; 5 deck truss spans, approx. 354' in length; a continuous through truss, approx. 2,469' in length; 16,927 lin. ft. met. parapet railing; 28 M-FBM tr. timber; and installation of navigation and obstruction lights.

The work to be performed under the contract requires the use of labor, materials and equipment in both the State of Washington and the State of Oregon. The contractor will be obligated to comply with all applicable laws of the State of Washington with respect to that portion of the work to be done and materials to be furnished in the State of Washington and the laws of the State of Oregon with respect to that portion of the work and materials to be furnished within the State of Oregon.

The contractor should familiarize himself with the laws of both States, particularly those concerning public contracts, permits and licenses, laborers and material, industrial accident insurance, and taxes, including both income and State taxes.

The boundary line between the State of Washington and the State of Oregon has been determined to be at Station 139+89.91 as established pursuant to ORS 186.510 and ORS 186.520.

All of the provisions of Chapter 627, Oregon Laws of 1959, relating to wage rates to be paid on all contracts for public works in this State must be complied with. Minimum hourly wage rates applicable to work to be done under the project listed above are set forth in the special provisions. A statement in writing in a form prescribed by the State Labor Commissioner will be required of each contractor and subcontractor, or their sureties, certifying the hourly rate of wage paid each classification of workmen employed by him upon such public work, and further certifying that no workmen employed by him upon such public work have been paid less than the "prevailing rate of wage" as defined in said Chapter 627 or less than the minimum hourly rate of wage specified in the contract.

Prequalification of bidders will be required in accordance with the provisions of ORS 279.010 to 279.024 inclusive. Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may be obtained by eligible bidders upon payment of $2.00 for each set.

Plans and specifications may also be inspected at the office of the Associated General Contractors in Portland, Seattle, Spokane, and Boise; and at the Builders Exchange Cooperative, Portland.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

Floyd Query, Secy
OREGON STATE HIGHWAY COMMISSION

Glenn L. Jackson, Chairman
Kenneth N. Fridley, Commissioner
David B. Simpson, Commissioner

Forrest Cooper
State Highway Engineer

ATTEST:
Floyd Query, Secretary

3-20-63

RECEIVED
MAR 27 1963
FOR FILING

F-003-1(16)
626

477 Cottage Street N.E.
Salem, Oregon

March 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

Our Washington Office has approved the below listed project for inclusion on the captioned program as submitted with Mr. Young's January 17, 1963 letter. This token financed Stage 2, Construction phase project was approved effective March 13, 1963.

Item	Project	Location	Work
418	F-003-1(16)	Astoria Bridge Super-structure	Structure

The Washington Highway Department has previously indicated that missing project agreement number is as shown above.

Our Washington Office also approved concurrently the Washington State portion of this program.

This project is programed with only one percent of Federal-aid funds committed at this time, but with the understanding that you will not claim reimbursement on this project until a later date when you determine the percent of Federal-aid ultimately to be requested, and that this program will be so revised.

The total estimated cost for the 1.60 miles of this construction is $7,000,000 of which the Federal-aid primary token financing is $70,000. This action will reduce your unprogramed balance to $1,105,929 according to our records of this date.

RECEIVED
MAR 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
3-27-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 20 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-60* 1 (Ca.)

6261

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 18, 1963

The Honorable Harry M. Steinbock
Mayor of the City of Astoria
Astoria, Oregon

Re: City of Astoria PUC Application-
Relocated Kingston Avenue Grade-
Crossing
Clatsop County

Kingston Ave.

Dear Sir:

Herewith are 10 copies of Application to the Public Utility Commissioner for permission to construct a grade crossing across the tracks and right of way of the Spokane, Portland and Seattle Railroad Company by the relocated Kingston Avenue within the City of Astoria. Said Application has been drawn by the writer pursuant to an agreement entered into by Representative William Holmstrom and the Deputy State Highway Engineer, Mr. Rod L. Porter. The necessary drawings are attached to the Applications.

Although it is the writer's understanding that negotiations have not been carried on by the City and the Railroad in connection with this proposed grade crossing, the Application has been drawn as if the usual agreements in such an instance had been negotiated between the City and the Railroad. Said Application follows generally the form and content which are found in applications drawn by other cities in respect to such a project, and also combines features which are always incorporated in State Highway Applications to the Public Utility Commissioner.

We trust that these Applications will be found to be satisfactory for your purpose. Upon your execution of the same they may be presented to the Commissioner for scheduling of a hearing.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

NOTE: R.L. PORTER

JNH:jr
Encls.

cc: R. L. Porter
Mr. William Holmstrom,
Representative, Capitol
Building, Salem, Oregon

RECEIVED
MAR 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1963
FOR FILING
F-Gen 3 - 1 (16)
C 368

February 8, 1963

1744

J. I. Hass Company, Inc.
859 Communipaw Avenue
Jersey City 4, N. J.

Attention Mr. Benjamin J. Cohen

Gentlemen:

Re: Astoria Bridge Steel
Superstructure

In reply to your request of February 1, we plan to call for bids for the steel superstructure for this job sometime in April.

Painting steel will be included as a part of the general contract work of furnishing, erecting, and placing the deck on the steel spans.

I am handing a copy of your letter to the Secretary of the Commission who has charge of mailing bidding plans and job specifications. You will receive a notice as to when plans are available. This notice will contain instructions as to how, when, and where the plans may be obtained.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. Floyd Query
Mr. Ivan Merchant

CAG:dl:er

J. I. HASS CO., INC.

CONTRACTING PAINTERS AND DECORATORS

51 EAST 42nd STREET
New York 17, N. Y.
MUrray Hill 7-6678

859 COMMUNIPAW AVENUE
JERSEY CITY 4, N. J.
HEnderson 4-1500

All Estimates Subject to Change
After Thirty Days

REFERRED TO
Forrest Cooper
BY SECRETARY

February 1, 1963

State Highway Commissioner
Salem
Oregon

Gentlemen: Re: Painting of Astoria Bridge

We would appreciate the opportunity to bid the painting of the above bridge, and we would like to receive a set of plans and specifications in order to prepare our proposal.

Would you be good enough to advise us as to the date of bidding, what deposit is required, and any other arrangements we have to make in order to submit our bid.

Very truly yours

J. I. HASS CO., INC.

Benjamin J. Cohen

BJC:mm

Benjamin J. Cohen

CHG — Please handle & return to me promptly. Thanks. Hwy.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 5 1963 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
FEB 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB - 4 1963
OREGON
STATE HIGHWAY COMMISSION

serving industry - over 65 years

CITY OF ASTORIA OREGON

FOUNDED · 1811

WILLIAM H. CUNNINGHAM
CITY MANAGER

REFERRED TO
Forrest Cooper
BY SECRETARY

January 28, 1963

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In conjunction with construction of the Astoria bridge across the Columbia River representatives of this city have discussed and urged the construction of a street from Marine Drive north across the right-of-way of the Spokane, Portland and Seattle railroad and west to Port of Astoria property instead of the "S" curve approach proposed by the State Highway Department.

In January, 1962 the Astoria planning commission studied the "S" curve proposal and after long consideration suggested the north-south road proposed above.

In a letter dated January 10, 1962, R.J. Bettendorf, manager of the Port of Astoria stated: "...The Port Commission has instructed me to advise you that they disapprove the Highway Department's proposal and concur with the Planning Commission in the recommendation to utilize the existing Union Fishermen's Co-op Packing Co. private roadway located adjacent to the east boundary line of the Tidewater Associated Oil Company's distributing plant. Said private roadway to be used from Marine Drive to the north boundary line of the S.P.& S. Railway right-of-way, thence westerly, parallel to said S.P.& S. Railway right-of-way to the east boundary line of the Port of Astoria's Fishermens Dock. It is recommended that a 50 foot right of way be acquired by the State Highway Department for this relocation route...."

The Astoria city council, at its meeting of January 15, 1962, accepted the recommendation of the planning commission and so advised the division engineer, State Highway Department on January 30, 1962.

At the public hearing on the proposed construction of the south approach to the bridge across the Columbia River held February 7, 1962, the position of the city, its planning commission, the Port of Astoria, were repeated and are a part of the transcript of that meeting. In addition,

Mr. Richard Newbry, representing Tidewater Oil Company, which owns property in this area, stated that "...this "S" turn would be a definite hazard in this area because of the large trucks that do come in there, and most likely in coming from Kingston Avenue to Marine Drive or from Marine Drive to Kingston Avenue and in negotiating these turns would be crossing over the divided line, the white line in the middle and thereby use the whole street and present a hazard to oncoming traffic...."

About February 27, 1962 the city received reports from the Deputy State Highway Engineer giving estimates of the cost of the "S" turn approach ($8,900.00) and the routing which would use the private road east of the Tidewater Oil Company plant, across the railroad track, and then westerly to the port of Astoria property ($43,100.00). In the latter estimate $29,500.00 is shown for right-of-way, including moving the warehouse. In our judgment this amount is excessive.

Since February we have discussed the alternate proposal of the city with all parties involved, including representatives of the State Highway Department. The city of Astoria continues to favor the alternate route across the private road east of Tidewater Oil Company property because it is a far better approach than the "S" turn. However, we believe that the total cost of the project should be paid by the state.

In December, during discussion of this matter with Mr. G.S. Paxson, it was suggested that the city present its information to the State Highway Commission. At the meeting of the city council on Monday January 21, 1963, the council directed the city manager to request the State to: (a) adopt the alternate route north from Marine Drive and,(b) allocate State funds for the total cost of this project whether the work is done by the state or by the city.

Should you have questions concerning this I shall be happy to discuss them with you.

Thank you for your assistance and consideration.

Sincerely yours,

THE CITY OF ASTORIA

By: William H. Cunningham

William H. Cunningham,
City Manager

WHC:emb

RECEIVED
JAN 29 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CITY STREET TO REPLACE KINGSTON AVENUE
OREGON APPROACH TO COLUMBIA RIVER BRIDGE
ASTORIA, OREGON

CONNECTION THROUGH TIDEWATER OIL COMPANY PLANT

Item	Unit	Net	Allow	Total	Unit Price	Amount
General Excavation, Unclassified	Cu. Yds.	176	24	200	$1.25	$ 250.00
Borrow Excavation, Unclassified	" "	832	68	900	1.25	1,125.00
Course Crushed Material in Base	Tons	673	67	740	2.75	2,035.00
3/4" - 0 Material in Leveling Course	"	155	15	170	3.00	510.00
Sprinkling	M-Gal.	18	2	20	3.00	60.00
Class "B" Asphaltic Concrete	Tons	160	20	180	9.00	1,620.00
						$ 5,600.00
Engineering and Contingencies 20%						1,100.00
						$ 6,700.00
Right of Way						2,200.00
Total						$ 8,900.00

CITY STREET TO REPLACE KINGSTON AVENUE
OREGON APPROACH TO COLUMBIA RIVER BRIDGE
ASTORIA, OREGON

ROUTE THAT CROSSES RAILROAD AND THROUGH WARLHOUSE

Item	Unit	Net Quantity	Allow	Total Quantity	Unit Price	Amount
General Excavation	Cu. Yds.	287	28	315	$ 1.25	$ 393.75
Borrow Excavation	" "	781	79	860	1.25	1,075.00
Drainage Excavation	" "	36	4	40	3.00	120.00
12" Concrete Pipe	Lin. Ft.	108	12	120	2.50	300.00
Concrete Catch Basin	Each	1		1	125.00	125.00
Coarse Crushed Material in Base	Tons	1,308	132	1,440	2.75	3,960.00
3/4" - 0 Material in Leveling Course	"	306	34	340	3.00	1,020.00
Class "B" Asphaltic Concrete	"	323	32	355	9.00	3,195.00
Sprinkling	M-Gal.	34	3	37	3.00	111.00
						$10,174.75
Move Utility Poles						1,132.00
						$11,306.75
Engineering and Contingencies 20%						2,293.25
						$13,600.00
Right of Way (including moving warehouse)						29,500.00
Total						$43,100.00

OREGON STATE HIGHWAY COMMISSION

Tabulation of Bids Received at 10 a.m. January 22, 1963

For Purchase of $12,000,000 Oregon State Highway Bonds, Series 1963

Astoria Bridge

	Net Interest Cost	Effective Interest Rate
Bank of America N.T. & S.A. The First Boston Corporation And Associates	$6,276,025	2.9885%
First National City Bank Harris Trust & Savings Bank The First National Bank of Oregon, Portland And Associates	6,316,564	3.0078%
The First National Bank of Chicago Morgan Guaranty Trust Company of New York Account Managers, and Associates	6,427,699	3.060809%
C. J. Devine & Co. Halsey, Stuart & Co., Inc. Smith, Barney & Co. Continental Illinois National Bank & Trust Co., of Chicago And Associates	6,442,200	3.0677%

(BID OF BANK OF AMERICA N.T. & S.A., AND ASSOCIATES ACCEPTED)

1/23/63

RECEIVED
MAY 27 1963
FOR FILING

January 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project (Item 416) covering construction of the main river superstructure of the Columbia River Bridge at Astoria, which we desire to have included in the Federal-Aid Primary Program.

Your attention is called to the condition that Item 416 is an Oregon-Washington jointly-financed project and will require concurrent programming by the State of Washington. We are furnishing them copies of program Item 416 for their use in preparing their submission. They will also assign the project agreement number.

Since it is our desire to receive bids for this project on March 12, 1963, completion of the PS & E documents will be made as quickly as possible to permit early submission to your department, for review and approval, and thus develop additional time for advertising the project for bids.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

JGH:cr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGR

(PPM 21-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REG
	1	US 101 Astoria Bridge			700	1200	80	0
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26–62		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PRE 14
	Main River Superstructure									
CARD 4	CLASS OF FEDERAL FUNDS	Primary						COUNTY NAME		
	NAME OF URBAN AREA 17-31	Astoria						ROUTE NO.	FEDERAL-AID 2	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST BY F: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)
1	(1415)	(16)	41	42						
5					**PE**		US 101 Main River Superstructure, Astoria Bridge over Columbia River (Exclusive of Desdemona Sands Trestle)			
5					**ROW**					
5					**CONST** (CODE) X335				7,000,000 * (10,000,000)	** 70,000
								1.60	7,000,000 * (10,000,000)	** 70,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24) (33)

RE
*
**

Add

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	700 (66)	1200 (70)	80 (71) (72)	08	Oregon	35 (2) (3)	032 (4) (9)	418 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7) (13)	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
					F-	003-1	(16)		

	COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
	Clatsop	007	[ ] 1 OR [X] 2

	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
		2		101

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Superstructure for steel truss and girder spans (exclusive of Desdemona Sands Trestle) length 8469'.
					ROW - 60'; Access Control and Parking Restrictions - Complete
	7,000,000 * (10,000,000)	** 70,000	6,930,000		
1.60	7,000,000 * (10,000,000)	** 70,000	6,930,000		

(16) (23) (24) (33)

REMARKS

* Oregon-Washington jointly financed project.

** Token Financed

Additional Data - Item 124, Proj. U-F-003-1(14)

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JAN 21 1963
FOR FILING

F-003-1(-)
6268

January 17, 1963

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Olympia, Washington

Dear Sir:

Please be advised we are presently submitting to the Bureau of Public Roads program data for construction of the main river superstructure of the Astoria Bridge. Accordingly, for your use in the concurrent programming of this jointly-financed project, we are enclosing six copies of the PR-1 form which we are submitting to Public Roads requesting program approval. You will note we are continuing the use of your project numbering system of F-003-1(-). We will add the agreement when it has been established by your department.

We will be very pleased to furnish any additional information to you which we may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:bb

Enc.

RECEIVED
DEC 10 1962

FOR COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 7, 1962

Mr. Howard C. Belton
State Treasurer
State Capitol Building
Salem 10, Oregon

Attention: Mr. Gordon A. Barker

Dear Mr. Belton:

Our Investment No. 25 in the amount of $1,010,000 of Astoria Bridge bond funds will mature December 20, 1962.

Our letter of December 4 requested that you reinvest this entire amount for a period not to exceed 120 days. We now find that $210,000 of this amount will have to be returned to the Astoria Bridge bond fund in order to meet our obligations during the next two months. It is, therefore, requested that you only reinvest $800,000 in U. S. Treasury bills to mature sometime during the month of April.

Very truly yours,

NOTED
R. L PORTER

C. H. Maison
Auditor

CHM:jc

cc: R. L. Porter
L. H. Young

DEC 1962

RECEIVED
DEC 5 1962
FOR FILING
F-603-1(16)
626

December 4, 1962

Oregon State Highway Commission

Gentlemen:

Present plans contemplate opening bids for the steel superstructure of the Astoria Bridge on March 12. The bond sale to finance this project should be held before advertising for bids.

The Department of Veterans' Affairs is holding a bond sale in January, 1963, and we have been requested by the State Treasurer's Office to open bids for Highway bonds at the same time, so that Mr. Belton would only have to make one trip to New York to sign bonds.

It is recommended that bids for the $12,000,000 of Highway bonds be opened January 22, 1963, at 10 a.m. in Room 419 of the State Highway Building, Salem, Oregon. Bonds will be dated March 1, 1963, and will run for 30 years. Interest payments will be made each year on March 1 and September 1 with the first principal payment to be March 1, 1966.

A resolution authorizing the sale of these bonds will be presented at the Commission meeting to be held December 20, 1962.

This matter was telephonically approved by Mr. Jackson on December 3, 1962.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
R. L. Porter
Victor D. Wolfe
C. H. Maison

CHM:jc hlb

RECEIVED
DEC 5 1962

COMMISSIONERS
FLOYD L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FOR FILING
F-803-1(16)
(.)67

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 4, 1962

Mr. Howard C. Belton
State Treasurer
State Capitol Building
Salem 10, Oregon

Attention: Mr. Gordon Barker

Dear Mr. Belton:

Our Investment No. 25 in the amount of $1,010,000 of Astoria Bridge bond funds will mature December 20, 1962.

Will you kindly reinvest these funds for period not to exceed 120 days.

Very truly yours,

C. H. Maison
Auditor

CHM:jc

cc: R. L. Porter
L. H. Young

RECEIVED
DEC 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 100M 4-62
RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
FOR FILING
E-053-1 (1c)
C-2161 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 27, 1962

Chief, Airports Division
Federal Aviation Agency
P.O. Box 90007, Airport Station,
Los Angeles 9, California

Subj: Form FAA-117
Columbia River Bridge
Astoria, Oregon

Dear Sir:

I am pleased to enclose six copies of Form FAA-117 as required under Part 626, Regulations of the Administrator, Federal Aviation Agency.

The piers for the main span of this Columbia River crossing are under contract at this time. We propose to contract the superstructure for the Columbia River crossing on January 29, 1963. This Columbia River Crossing is part of the Oregon Coast Highway in Clatsop County, Oregon and Pacific County, Washington.

If additional information is required for your purposes, please feel free to contact this office at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.D. Morgan
F.D. Morgan
Construction Engineer

GKA:jp
Enclo.

cc: Office Engineer
Bridge Engineer
G.K. Attig
Division Engineer
General Files

Form approved, Bureau of Budget No. 04-R0011

FEDERAL AVIATION AGE[illegible]

NOTICE OF
PROPOSED CONSTRUCTION OR ALTERATION

PART 626, REGULATIONS OF THE ADMINISTRATOR

NAME OF INDIVIDUAL, COMPANY, CORPORATION, ETC., PROPOSING CONSTRUCTION OR ALTERATION DESCRIBED BELOW

Oregon State High[illegible]y Department

ADDRESS (Number, Street, City, Zone, State)

State Highway Building
Salem, Oregon

A. TYPE OF STRUCTURE

1. CHECK APPLICABLE ITEM

☒ NEW CONSTRUCTION ☐ ALTERATION (Change in height only) ☐ PERMANENT ☐ TEMPORARY

2. NATURE AND COMPLETE DESCRIPTION

This is a continuous through steel truss highway bridge over the Columbia River Navigation Channel with two towers separated by a distance of 1232' 0" and with an elevation of 360.00' above mean sea level.

B. LOCATION OF STRUCTURE (Submit a map or sketch)

1. LATITUDE	2. LONGITUDE	3. NEAREST CITY OR TOWN, AND STATE	4. RELATION TO NEAREST TOWN OR CITY	
			DIRECTION	DISTANCE
46° 10' 56" 46° 11' 01"	123° 51' 32" 123° 51' 44"	Astoria, Oregon	North	Within City Limits
(To nearest second)				

5. NAME OF NEAREST LANDING AREA	6. RELATION TO NEAREST BOUNDARY OF LANDING AREA	
	DIRECTION	DISTANCE
Clatsop County Airport	N 31° 02' 05" E N26° 59' 24" E	12,450' 13,260'

7. PROVIDE THE LAND RECORDER'S MAP DESCRIPTION AND/OR LEGAL DESCRIPTION BY METES AND BOUNDS OF PROPERTY ON WHICH STRUCTURE WILL BE OR IS LOCATED (If more space is necessary, use reverse side or continue on a separate sheet of paper and attach to this notice.)

See attachment

8. DATE WORK WILL BE STARTED	9. DATE WORK WILL BE COMPLETED	10. OVERALL HEIGHT (IN FEET) OF COMPLETED STRUCTURE ABOVE		
		A. GROUND LEVEL	B. MEAN WATER LEVEL (IF SO SITUATED)	C. MEAN SEA LEVEL
February, 1963	April 30, 1965		361.82	360.00

11. CHECK WHETHER COMPLETED STRUCTURE WILL BE	YES	NO
A. MARKED FOR THE PROTECTION OF AIR NAVIGATION	X	
B. PAINTED AS SPECIFIED IN OBSTRUCTION MARKING MANUAL		X
C. LIGHTED AS SPECIFIED IN OBSTRUCTION MARKING MANUAL	X	

C. CERTIFICATION: I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

	SIGNATURE OF PERSON MAKING CERTIFICATION	TITLE
	D. H. Bryson	Construction Engineer

GPO 908234

Form FAA-117 (11-60)

FAA Notice of Proposed Construction or Alteration.

7.

Beginning at engineer's center line Station 312+20 on the center line of the relocated Oregon Coast Highway, said station being 288.54 feet North and 665.45 feet West of the Northwest corner of the McLure DLC in T8N, R9W., W.M.; thence at right angles to said center line N 72° 58' 30" E, 50 feet; thence N 17° 01' 30" W parallel with and 50 feet Easterly of said center line, 80 feet to a point opposite Station 311+40 on said center line; thence at right angles to said center line S 72° 58' 30" W, 20 feet; thence N 17° 01' 30" W, parallel with and 30 feet Easterly of said center line, 505 feet to a point opposite Station 306+35 on said center line; thence at right angles to said center line N 72° 58' 30" E, 70 feet; thence N 17° 01' 30" W parallel with and 100 feet Easterly of said center line, 1955 feet to a point opposite Station 286+80 on said center line; thence at right angles to said center line S 72° 58' 30" W, 240 feet; thence S 17° 01' 30" E parallel with and 140 feet Westerly of said center line 1955 feet to a point opposite Station 306+35 on said center line; thence at right angles to said center line N 72° 58' 30" E, 110 feet; thence S 17° 01' 30" E parallel with and 30 feet westerly of said center line 505 feet to a point opposite Station 311+40; thence at right angles to said center line S 72° 58' 30" W, 20 feet; thence S 17° 01' 30" E parallel with and 50 feet Westerly of said center line 80 feet to a point opposite Station 312+20 on said center line; thence at right angles to said center line N 72° 58' 30" E, 50 feet to the place of beginning.

Grid Bearing North Zone.

SKETCH MAP
COLUMBIA RIVER BRIDGE
ASTORIA, ORE. TO POINT ELLICE, WASH.

Cable Area
Tidal Flat
McGowan
Piling
Point Ellice
Cable Area
WASHINGTON
OREGON
PACIFIC CO
CLATSOP CO
CABLE AREA
DESDEMONA SANDS
Tidal Flat
Desdemona
City Limits
Lat. 46°
Long. 123°
Lower Sands Light
CHANNEL
Lat. 46°
Long. 123°
PORTLAND
Tansy Point
Tower
Tidal Flat
Skipanon Water Way Light
Snag
CABLE AREA

Point Ellice

PACIFIC CO
CLATSOP CO

WASHINGTON
OREGON

CABLE AREA

Astoria Megler Ferry

Scale :- 1" = 2,000'

C O L U M B I A

Piling

Piling

Desdemona Sands

CABLE AREA

Pier 169 Elev. 360.00
Sta. 293+33.00

Pier 170 Elev. 360.00
Sta. 305+65.00

City Limit

Lat. 46° 11' 01" N
Long. 123° 51' 44" W

Lat. 46° 10' 56" N
Long. 123° 51' 32" W

ASTORIA

Smith Point

Lat. 46
Long. 123
Lat. 46
Long. 123
Lower Sands Light
CHANNEL
Tansy Point
Tidal Flat
Skipanon Waterway Light
Snag
Pile
Young's Bay Entrance Light
YOUNGS BAY
Smith Poi
30 FEET JUNE 1950
Skipanon Waterway
SEATTLE PORTLAND AND
Alder Creek
Sand
N 26° 59' 24" E 13,260'
N 31° 02' 05" E
Skipanon Rear Range Light
Power Sta
S P AND S
Slough
Skipanon
SKIPANON
SPOKANE
County Airport
Clatsop County Airport
BM
Warrenton High Sch
PORTLAND AND SEATTLE
OREGON COAST HIGHWAY
RIVER
Old Skipanon Cr
LEWIS AND CLARK
Slough
Clatsop
16
15
21
22
23
24
27
26
25
28
34
35
36
38

Lat. 46° 11' 01" N
Long. 123° 51' 44" W

Lat. 46° 10' 56" N
Long. 123° 51' 32" W

N26° 59' 24" E 13,260'
N31° 02' 05" E 12,450'

ASTORIA

Smith Point

YOUNG'S BAY

Youngs Bay Light

Youngs Bay Bridge

Russian Point

Astoria High

Coxcomb

Shively Park

Bonneville Power

Astoria Air Marine Service

Tidal Flat

Piling

Pile

Tank

Radio Tower

Weather Bureau Tower

City Tower

St Marys Church

BM 10

BM 25

Area

Cable

Miles Crossing

Tower No 3

Tower No 1

U S Navy Radio Sta

Landing Field

Lewis and Clark Sch

Jeffries

County Airport

Airport

OREGON COAST HIGHWAY

LEWIS AND CLARK RIVER

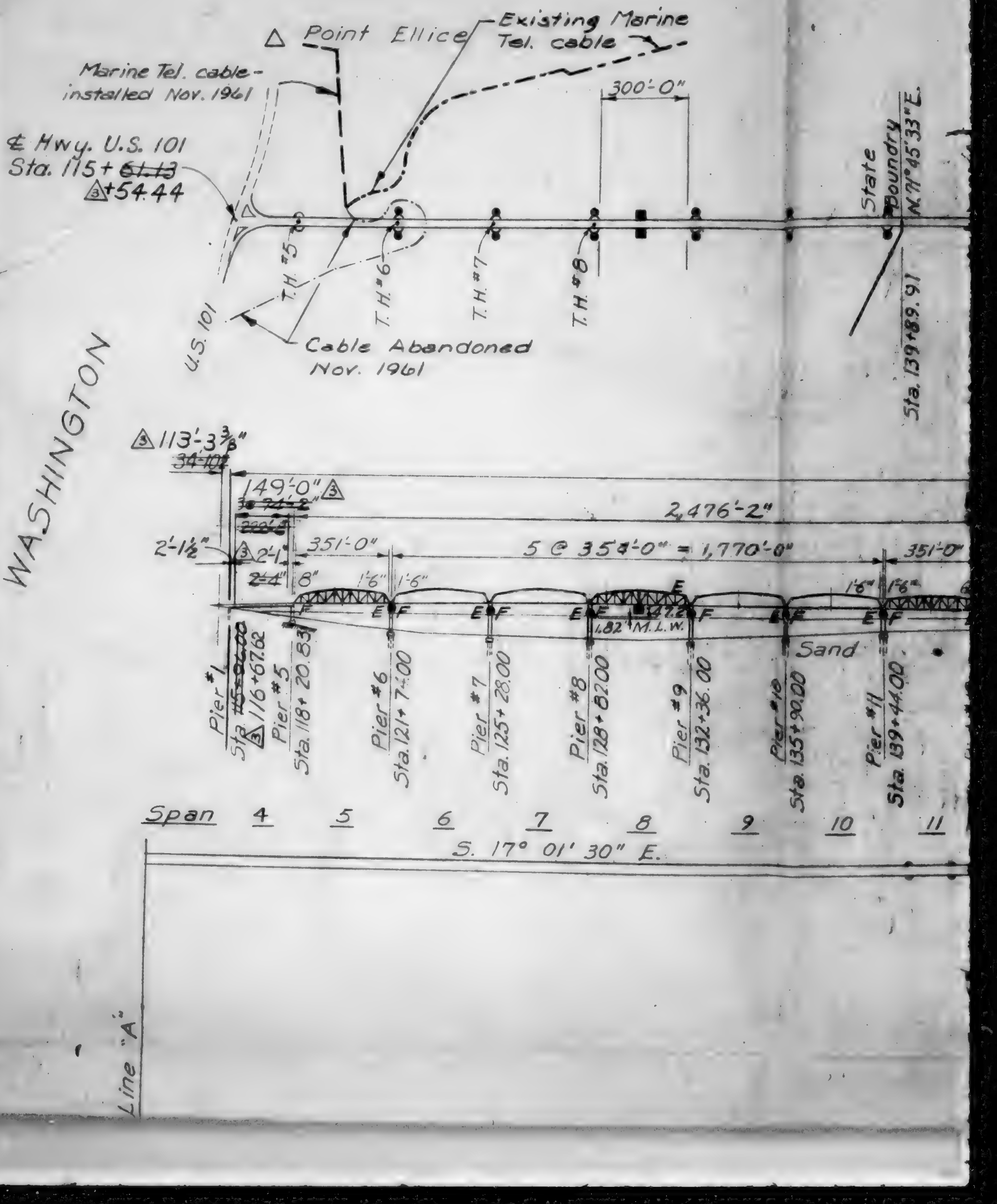
LEWIS AND CLARK ROAD

Slough

Cook

YOUNGS

12 7 18 17 24 19 20 25 30 29 36 31 32


Point Ellice
Existing Marine Tel. cable
Marine Tel. cable - installed Nov. 1961
℄ Hwy. U.S. 101
Sta. 115+~~61.13~~ +54.44
300'-0"
State Boundry
N. 11° 45' 33" E.
Sta. 139+89.91
U.S. 101
T.H. #5
T.H. #6
T.H. #7
T.H. #8
Cable Abandoned Nov. 1961
WASHINGTON
113'-3 3/8"
~~34'-10"~~
149'-0"
2,476'-2"
2'-1½"
2'-1
2'-4"
351'-0"
5 @ 354'-0" = 1,770'-0"
8"
1'-6"
1'-6"
47.2
1.82 M.L.W.
Sand
Pier #1
Sta. ~~115+20.00~~ 116+67.62
Pier #5
Sta. 118+20.83
Pier #6
Sta. 121+74.00
Pier #7
Sta. 125+28.00
Pier #8
Sta. 128+82.00
Pier #9
Sta. 132+36.00
Pier #10
Sta. 135+90.00
Pier #11
Sta. 139+44.00
Span 4 5 6 7 8 9 10 11
S. 17° 01' 30" E.
Line "A"

PLAN

S. 17° 01' 3

Columbia River

T.H. #9

Sta. 139+89.91

N. 71° 45' 33" E.

Boundry

ELEVATION

Scale: 1" = 100'-0"

1,201'-0"

351'-0"

6" 1'-8" 6" 1'-8" 6" 6" 6

e 01' 30" E.

T.H. #10

PLAN

12,310'-4 5/8"
~~12,382'-0"~~

106 @ 80'-0" = 8,480'-0"

Sand

EVATION
: 1" = 400'

T.H. #2
T.H. #1

ed Docks

Sta. 312+38.55

Clear

S. 39° 13' W.

S.P. & S. R.R.

Columbia Ave.

Melburne Ave.

Alameda

ASTORIA

erhead Bulkhead

Ave.

EGON

Sta. 239+78.00 Match Line "A"

T.H. = 11

NOS

Sta. 239+78.00 Match Line "A"

TH = 11

REDUCED FOR BID. AS
APR 2 1962

Sta. 239+78.00 Match Line "A"

0.0%

Sta. ~~115+68.5~~ 116+69.25 (2)

150' V.C.

Sta. ~~116+33.5 P.I.~~ (2) 117+44.25 P.I.
~~El. 16.00~~ El. 19.35

Sta. ~~116+88.5~~ 118+19.25 (2)

Sta. 125+28.0

+3.02%

1062' V.C.

-3.02%

Sta. 130+59.0 P.I.
El. 59.05

Sta. 135+90.0

Sta. 139+86.50

100' V.C.

Sta. 141+86.50 P.I.
El. 25.00

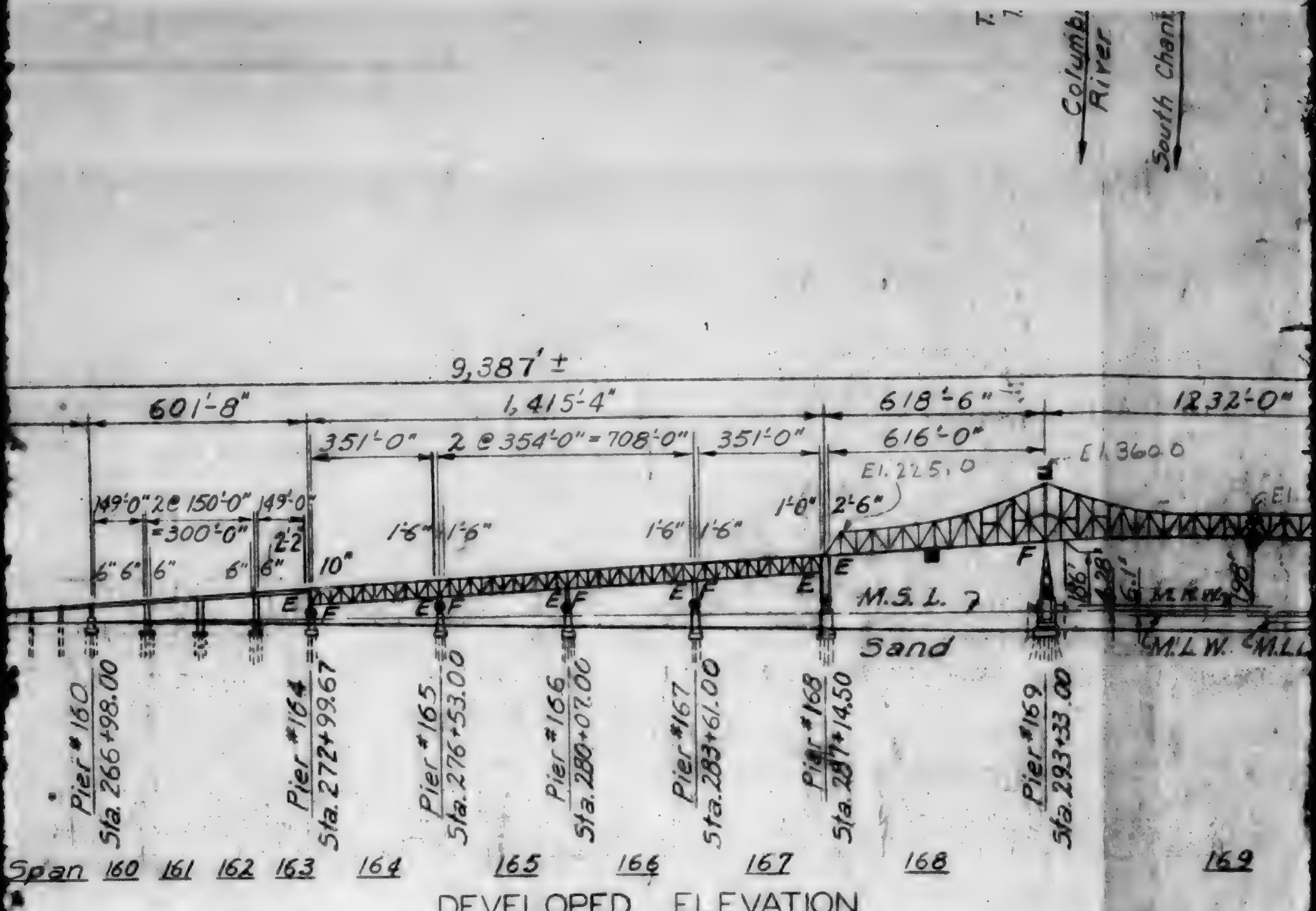
Sta. 143+86.50

Sand

34.0 @ 80'-0" = 2720'-0"

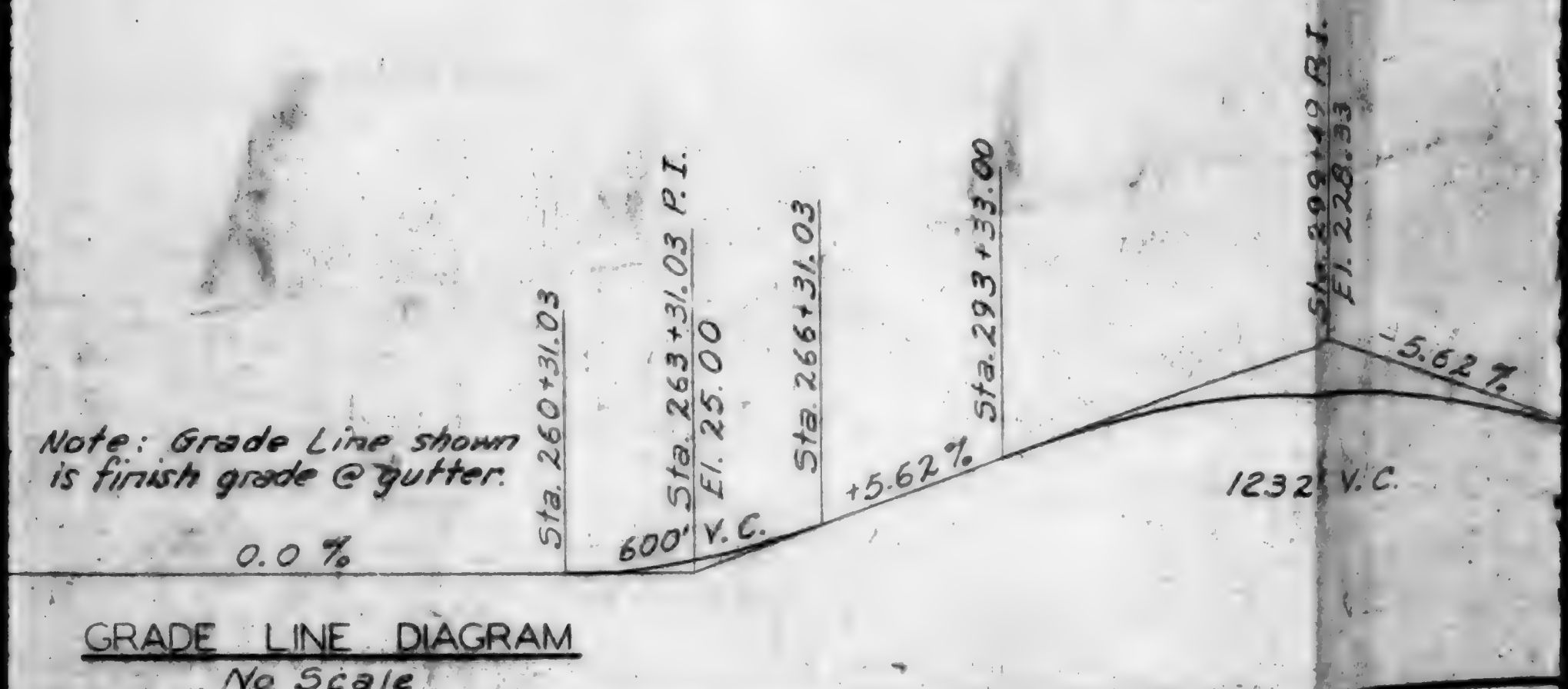
Span

Piers @ 160



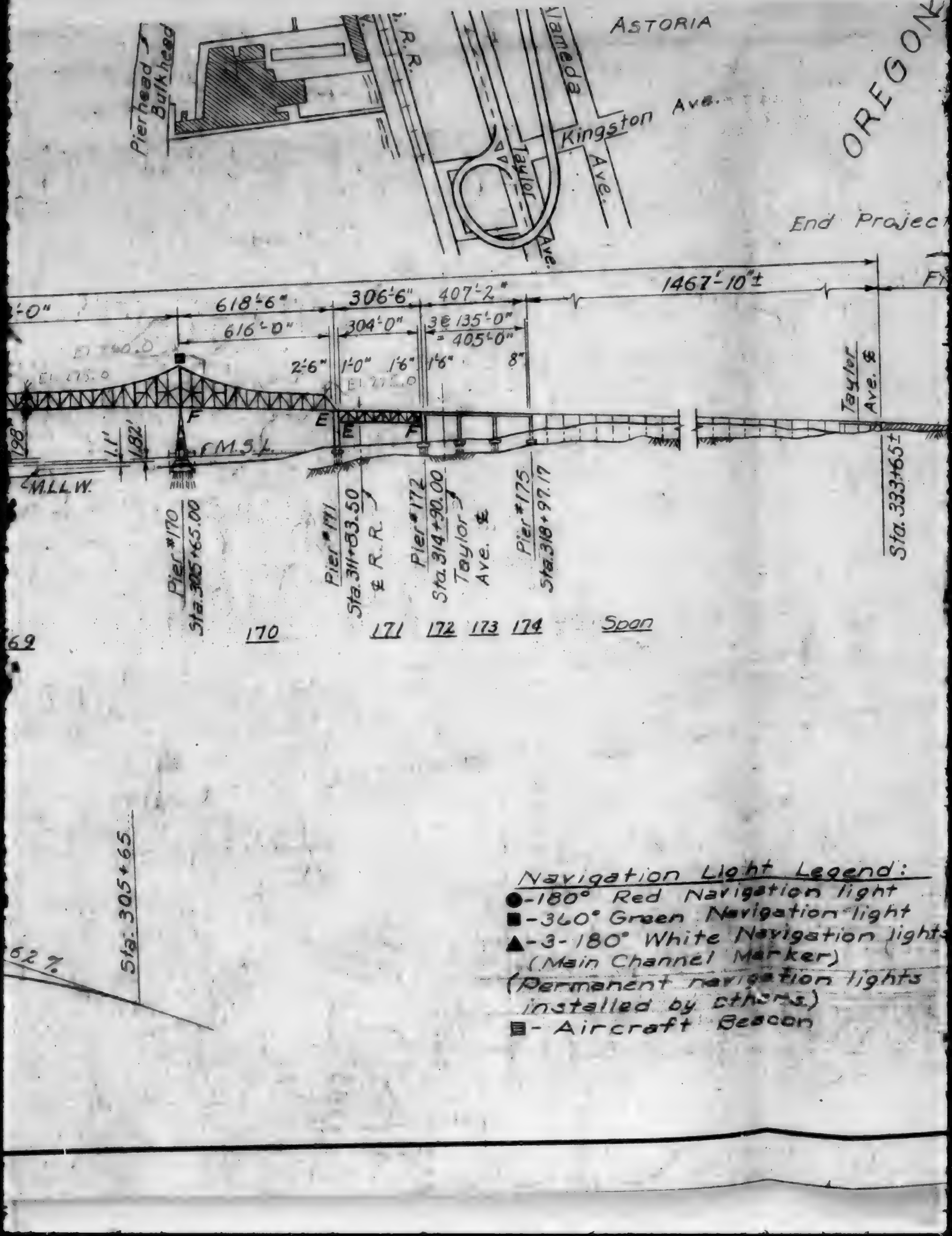
DEVELOPED ELEVATION

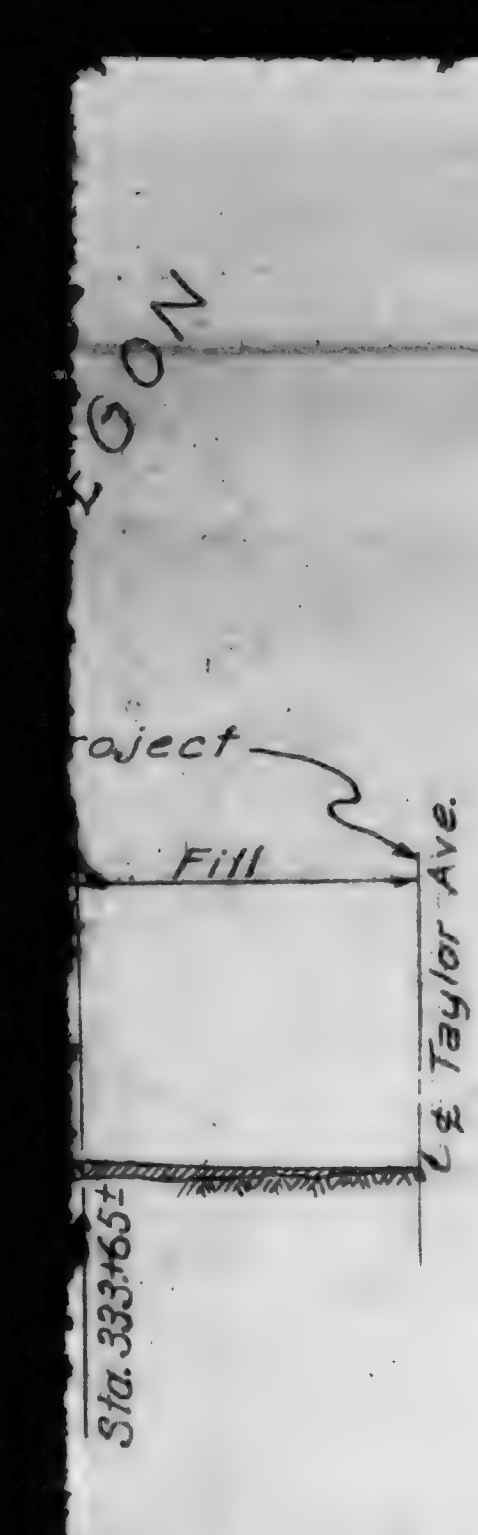
Scale: 1" = 400'



GRADE LINE DIAGRAM

No Scale


ASTORIA
OREGON
Pierhead Bulkhead
R.R.
Alameda
Kingston Ave.
Taylor Ave.
End Projec
1467'-10"±
618'-6"
306'-6"
407'-2"
616'-0"
304'-0"
3 @ 135'-0" = 405'-0"
2'-6"
1'-0"
1'6"
1'6"
8"
198'
1.1'
182'
M.S.L.
M.L.L.W.
Taylor Ave. ℄
Sta. 333+65±
Pier #170
Sta. 305+65.00
Pier #171
Sta. 311+83.50
℄ R.R.
Pier #172
Sta. 314+90.00
Taylor Ave. ℄
Pier #175
Sta. 318+97.17
170
171
172
173
174
Span
69
62°
Sta. 305+65
Navigation Light Legend:
●-180° Red Navigation light
■-360° Green Navigation light
▲-3-180° White Navigation lights (Main Channel Marker)
(Permanent navigation lights installed by others.)
▣- Aircraft Beacon



10-9-62 Δ3 Revised Span #4 & Pier #1.
10-2-62 Δ2 Revised Grade Line.
7-31-62 Δ1 Added Dwg. #17621-A.

APPROVED:

Leon D. Merchant
BRIDGE ENGINEER

P. M. Stephenson
ASST. STATE HIGHWAY ENGINEER

Henry Cooper
STATE HIGHWAY ENGINEER

DESIGNED ..... CHECKED .....
DRAWN M.K. CALC. BOOK .....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

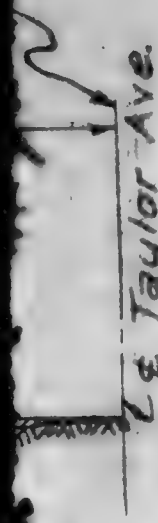
COLUMBIA RIVER BRIDGE
ASTORIA, OREGON - PT. ELLICE, WASH.
U. S. HIGHWAY 101
CLATSOP CO., ORE. PACIFIC CO., WA

PLAN & ELEVATION

DATE 8-23-1961 BRIDGE NO. 7949
ACCOMPANIED BY DWGS. 17602 - 17655, 14660, 17368, 17190

SHEET 1 OF 58
DRAWING NO. 17601

℄ 17621-A



10-9-62 ⚠3 Revised Span #4 & Pier #1.
10-2-62 ⚠2 Revised Grade Line.
7-31-62 ⚠1 Added Dwg. #17621-A.

PROVED:

...ow Merchant
...DGE ENGINEER

M. Hebner
...T. STATE HIGHWAY ENGINEER

Jerry Coyle
...TE HIGHWAY ENGINEER

...IGNED ... CHECKED ...
...AWN M.K. CALC. BOOK ...

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER BRIDGE

ASTORIA, OREGON - PT. ELLICE, WASH.
U. S. HIGHWAY 101
CLATSOP CO., ORE. PACIFIC CO., WASH.

PLAN & ELEVATION

DATE 8-23-1961 BRIDGE NO. 7949
ACCOMPANIED BY DWGS. 17602 - 17655, 14660, 17368, 17190

SHEET 1 OF 38
DRAWING NO. 17601

℄ 17621-A

To G. S. Paxson Date 11/26/62

Herewith copy of recommendation by transportation committee of Astoria Chamber of Commerce which was adopted by Chamber at a special meeting this morning -

cc to IDH

RECEIVED
NOV 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Signed R. W. Ellis

PLEASE REPLY HERE

To _____ Date _____

RECEIVED
NOV 27 1962
OREGON
STATE HIGHWAY COMMISSION

Signed _____

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

RECOMMENDATION to the Board of Directors of the Astoria Chamber of Commerce.

As directed by the Board of Directors, the Transportation Committee has met to discuss the subject of the Oregon State Highway Department construct a fill in place of a trestle on part of the Columbia River Bridge at Astoria, as proposed by Mr. Herb Palmberg.

The merits of the proposed fill notwithstanding, it is the recommendation of this committee that the Astoria Chamber take no action for these reasons:

A - The function of the Astoria Chamber of Commerce is to advance the civic, commercial and industrial interests of the community and the matter of recommending policy or construction procedures of the State Highway Department is not within the objectives of the Chamber.

B - The Chamber is not qualified to come to any conclusions in determining the feasibility of one form of bridge construction over another. Such determinations must be made by qualified technical people after careful study, surveys, public hearings, etc., all of which take considerable time.

The Committee has learned that studies of a fill have been made by the State Highway Department and their decision is to build a trestle. Any change in their plans now would possibly cause long delays to conduct further studies, surveys, public hearings, and seeking new permits. The Chamber should not be responsible for causing any delays in the progress of bridge construction that might cause other serious curtailments of our economic future.

Dated this 21st day of November, 1962.

Transportation Committee
Astoria Chamber of Commerce

NOTED
U. S. P[illegible]

Ted Rakoski, Chairman

RECEIVED
MAR 9 - 1965
FOR FILING

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

ENOCH R. NEEDLES
RUBEN N. BERGENDOFF
THEODORE G. TAMBERN
ELLIS E. PAUL
JOSEF SORKIN

ERNEST E. HOWARD
1903 - 1961

1805 GRAND AVENUE
KANSAS CITY 8, MO.

JAMES P. EXUM
ELMER K. TIMBY
CARL L. ERB
CARL H. PETERSON

HENRY C. TAMMEN
1908 - 1961

99 CHURCH STREET
NEW YORK 7, N.Y.

1036 WEST AMELIA AVENUE
P. O. BOX 5667
ORLANDO, FLORIDA

TELEPHONE: GA 4-4501

C. H. PETERSON

ORLANDO, FLORIDA

October 3, 1962

Mr. Glen S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Glen:

Thanks very much for your recent letter and for the plans and specifications showing the substructure of your Astoria Bridge. The bell bottom pier details will be of tremendous assistance if we decide to use this type and your courtesy in furnishing them to us is greatly appreciated.

I continue to find my work in private engineering fully as interesting and challenging as any I have experienced, and am glad to say that I am enjoying a busy retirement.

I hope you find both time and inclination to come to Miami for the AASHO Convention this Fall. I will certainly look forward to a continuance of our personal contact.

With warmest regards, I am

Yours sincerely,

Bill

W. E. Dean

WED:drh

RECEIVED
OCT 8 1962
OREGON
STATE HIGHWAY COMMISSION

Air Mail

September 25, 1962

Mr. W. E. Dean
Howard, Needles, Tammen & Bergendoff
Post Office Box 5667
Orlando, Florida

Dear Bill:

It certainly was nice to hear from you again and I hope that we do not lose the contacts that we have had over the many past years. I am glad that you have made connections with an outfit like Howard, Needles, Tammen & Bergendoff as they are really one of the top engineering firms in the country.

I am sending you, under separate cover, a set of the plans and specifications for the piers of the Astoria Bridge over the Columbia River. These have not been built as yet, although the contract was awarded last August to the De Long Corporation of New York. We advertised these as an alternate to the conventional cofferdam and seal procedure. The De Long Corporation was the low bidder at $7,868,000, which was about $350,000 less than the next lowest bidder. We had seven bids on the project. The De Long Corporation is intending to use a rather unique system in building these piers and I understand that they intend to cast the entire shaft on shore, float it to the site, upend it and set it in place. They are building two Texas towers, one for each side of the pier location to handle the weight.

We used the precast shell system on the Columbia River Bridge at Vancouver and it worked out very well. These were cast in sections and joined together approximately in the same way that our plans for the Astoria Bridge show.

This method of pier construction was originated by Gerwick and used on the Richmond-San Rafael Bridge in which they had very soft bottom. They used a timber mat to support the shells. These mats were two layers of 12" x 12" timbers with holes cut in the mat through which they drove the piling. On our Columbia River job and at Astoria we had sand and gravel and do not intend to use a timber mat.

I am not quite sure as to the patent situation. Mr. Herschel Allen of the Greiner Company used a steel shell to which was welded the reinforcing steel for the piers at the Potomac River Bridge downstream from Washington. He has a patent on this shell construction. Gerwick patented the concrete shell, mainly as a protection for themselves, and the royalties that they have charged us have been rather nominal. On the Vancouver Bridge, Ben Gerwick, Sr. made his patent available to us for $1. I sent him a check for $1, which he has not yet cashed. On the Astoria Bridge, we are paying $100 per pier.

Best personal regards.

Sincerely yours,

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

ENOCH R. NEEDLES
RUBEN N. BERGENDOFF
THEODORE J. CAMBERN
ELLIS E. PAUL
JOSEF SORKIN

ERNEST E. HOWARD
1903 - 1953

1805 GRAND AVENUE
KANSAS CITY 8, MO.

JAMES P. EXUM
ELMER K. TIMBY
CARL L. ERB
CARL H. PETERSON

HENRY C. TAMMEN
1908 - 1961

99 CHURCH STREET
NEW YORK 7, N.Y.

1036 WEST AMELIA AVENUE
P. O. BOX 5667
ORLANDO, FLORIDA

TELEPHONE: GA 4-4501

C. H. PETERSON

ORLANDO, FLORIDA

VIA AIR MAIL

September 17, 1962

Mr. Glen S. Paxson
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Glen:

I hope this letter finds you well and happily headed for your retirement. Your letter in response to my announced "retirement" was certainly appreciated. I can think of no more prospectively pleasant occasion than attendance at your retirement dinner but, unfortunately, it would take a rather large prospect for new business to justify my expense account to Oregon.

Retirement, for me, has meant a very satisfactory continuance of my previous career. We have no lack of interesting jobs to do and of personnel to do them with. I seem to find an interest in new work that did not prevail in the State organization and all things add up to a refreshing and rewarding experience.

As you probably know, I am not above scrounging on the experience and advice of my AASHO associates. We have for design a job for the Florida Road Department involving a deep water (50 feet), soft bottom foundation. It occurs to me that there may well be a possibility for use to advantage of several bell-bottom piers using precast concrete base grids and shells similar to those used on California's Richmond-San Rafael Bridge.

I have written to Ben C. Gerwick who developed the method of pier construction and who was the contractor on the California job. Ben advises that this method was used by the State of Oregon on two bridges at a royalty of $100 per pier. Particular mention was made of your Astoria Bridge on which 22 of these piers were used.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

I am wondering if you would advise me whether the method was satisfactory. Were any patent rights involved other than the $100 per pier to Gerwick? Maybe I'm being presumptuous, but would you mind sending me plans of a typical pier which would be indicative of the extent to which you showed precast details? Any advice that you might send would be appreciated.

I am planning to attend the AASHO convention this Fall and am trying to condition myself to sitting quietly as an alumnus and even keeping my mouth shut in the presence of Erickson. This will be a task and I only hope that I will be capable of it.

With best regards and cordial good wishes.

Yours sincerely,

Bill

W. E. Dean

WED:drh

SEP 19 1962
STATE HIGHWAY COMMISSION

RECEIVED
SEP 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 8 1962
FOR FILING

F-003-1 (16)
636K

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria

September 19, 1962

SUBJECT: Columbia River Bridge at Astoria
Bridge No. 7949

To: Mr. I. D. Merchant
Bridge Engineer
Bridge Division
Salem

The radio net work which we are now using for communications while triangulating and which we anticipate using during construction of the subject project, as well as the Youngs Bay Bridge, is now functioning very satisfac torily. The success we are having with our radio communications is due mostly to the fine cooperation we have received from Mr. Robert Eaton, Chief Radio Engineer, and his organization. They have been required to solve many problems peculiar only to a marine area such as Astoria's and it is the solution of these problems which has resulted in the fine communications system we now have.

The value of such a system to the work we are doing cannot be over estimated and I am sure it has already saved us sufficient man hours and confusion to pay for the system.

R. W. Ellison

R. W. Ellison
Resident Bridge Engineer

cc: J. D. Walker
cc: R. M. Eaton

NOTED
TOM EDWARDS

Copy for R.W., Stephenson, Robert Eaton,

Bob Eaton - May I add my thanks for a job "well done".
I. Dyer.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 20 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 21 1962
COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
FOR FILING
FC03-1(16)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Notice to Federal Aviation Agency
of Construction of Astoria Bridge

Dear Sir:

I am writing in reply to your letter of September 7, 1962 in which you mention the construction notice to the Federal Aviation Agency concerning the Astoria Bridge.

This matter has been discussed with various members of your office and Mr. G. K. Attig of this department. It has been determined by members of your staff that the construction notice for the Astoria Bridge will not be necessary until such time as the contract for the super structure is advertised. We are in the process of reviewing our schedule of future contract lettings and are initiating any necessary construction notices to the Federal Aviation Agency.

When we send the construction notice to the Federal Aviation Agency for the project, a copy of this notice will be sent to you for your records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

GKA:jp

cc: G. S. Paxson
R. L. Porter

RECEIVED
SEP 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

NOCCAN ✓
for Gaines
cc YOUNG

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 7, 1962

ATTENTION: Mr. R. L. Porter

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Notice to Federal Aviation Agency of proposed construction where notice will promote safety in air commerce

We recently sent you copies of an August 3 circular memorandum from General Counsel David S. Black on the above subject. No comments were offered by this office.

Attached hereto is a single copy of Mr. Black's memorandum. We wish to call your attention to the requirement that notice be given to Federal Aviation Agency by the State when proposed construction or alteration of any structure will promote safety to air traffic.

We should like to know whether consideration has been given to this requirement in connection with the Astoria Bridge or any other Federal-aid project where such notice is indicated.

Attachment

CONSTRUCTION DIVISION
RECEIVED
SEP 10 1962
CE Acc A&E CCE

attig
Last paragraph
Material for reply. B

RECEIVED
SEP 6 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

August 3, 1962

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: David S. Black, General Counsel
36-24

SUBJECT: Notice of the proposed construction or alteration of any structure where notice will promote safety in air commerce

Title 14 of the Code of Federal Regulations, relating to Aeronautics and Space, at Part 626 (which became effective July 15, 1961), as amended by amendments 1 and 2, requires all persons to give adequate public notice to the Federal Aviation Agency of the proposed construction or alteration of any structure where notice will promote safety in air commerce, and prescribes the form and manner of such notice, and criteria and procedures for the determination of the effect of such structures on air navigation, etc.

We are informed that in certain instances such notice has not been given in connection with the construction of structures on Federal-aid highway projects under circumstances in which notice is required by the above regulations.

It is essential, both from the standpoint of safety to air navigation, and of highway safety, that these regulations wherever applicable be complied with by the State highway departments.

We are advised by the Federal Aviation Agency that the regional or division offices of the Bureau, or State highway departments, may obtain copies of Part 626, and amendments thereto, of such regulations, without charge from the following address:

Requirements and Distribution Unit (MS-163)
Federal Aviation Agency
Washington 25, D. C.

The States should be advised of the above and should assume full responsibility for the submission of notices as required, both in connection with highway construction or alteration projects and in connection with construction or alteration of structures using the airspace above the established grade line of the highway pavement

(over)

pursuant to authorization under section 111, of title 23, U.S.C., as amended by section 104 of the Federal-Aid Highway Act of 1961.

Authorization of Federal-aid projects which include the construction or alteration of highway structures the nature or location of which are such, or authorization for the occupancy of airspace for nonhighway purposes involving the construction or alteration of structures the nature of which is such, that notice is required by Part 626 of Regulations of the Administrator, Federal Aviation Agency, as amended, will be subject to the conditions that (1) such notice will be given by the State and that (2) prior to the commencement of construction of the highway structures or structures to occupy the airspace, the State will advise the Bureau of Public Roads in writing that such notice has been given to the Federal Aviation Agency.

Attention is called to the provisions of the regulations that, "In case of doubt as to whether the potential hazard to aircraft would be increased by such proposed construction or alteration, notice shall be submitted."

However, in doubtful circumstances prior consultation with the regional offices of the Federal Aviation Agency may eliminate unnecessary submissions of notice. A list of regional offices and addresses follows:

ALASKAN REGION	P. O. Box 440 Anchorage, Alaska
CENTRAL REGION Kansas City	4825 Troost Avenue Kansas City 10, Mo.
EASTERN REGION New York	New York International Airport Jamaica, New York
HAWAIIAN REGION Honolulu	P. O. Box 4009 Honolulu 12, Hawaii
SOUTHERN REGION Atlanta	52 Fairlie Street, N. W. Atlanta 3, Georgia
SOUTHWEST REGION Fort Worth	P. O. Box 1689 Fort Worth 1, Texas
WESTERN REGION Los Angeles	5651 West Manchester Avenue P. O. Box 90007, Airport Station Los Angeles 9, California

RECEIVED
SEP 14 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

September 11, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project BRF-115(16)
Main River Bridge-Astoria (Parcel 34418)

State records indicate that a settlement of $3100.00 was made with the Point Adams Packing Company, covering acquisition of their property for the subject project. The settlement was based on the value estimate of fee appraiser Harold Meyers. Mr. Meyer's appraisal attaches great weight to a property lease between Astoria Plywood and Point Adams Packing Company at a rental of $300.00 per year. This rental was capitalized into a value estimate of land covered by water and used to value the subject parcel (34418). It is not clear if this lease represents a rental of land or if it represents a rental of docking and loading facilities.

Before we can approve Federal participation in this settlement, information is needed as to whether or not the rental of $300.00 per year covers loading and docking facilities. A full explanation is requested, along with copy of lease if such is available.

Original To Wright
Copy To Young
9-13-62

NOTED
R. L. PORTER

RECEIVED
AUG 29 1962

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

FOR FILING
F-003-1(16)
6268

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 27, 1962

FROM: A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

SUBJECT: Oregon Project EBF-115(16)
Main River Bridge-Astoria
Parcel 34428 (Perry)

Right-of-Way Engineer Walter T. Wright's letter, dated August 22, 1962, advised that it is the State's intention to leave the former Perry building partly under the bridge structure and rent to the existing tenant. His letter indicates that as the project nears completion, if retention of the building is warranted, the policy on use of air space as set forth in Instructional Memorandum 21-3-62 might be extended to this project.

Instructional Memorandum 21-3-62, dated May 4, 1962, entitled "Use of Airspace on the Interstate System" specifically applies to Interstate highways. However, if the State plans to retain the building the proposal must be approved by the Administrator as set forth in Paragraph 5q of PPM 21-4.1 dated December 30, 1960. In this particular case such action would not have to be taken at this time, but must be taken before acceptance of the completed construction project.

RECEIVED
AUG 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Wright
Copy To Young
8-28-62

FORM E-189X 100M 4-62

RECEIVED
AUG 27 1962
FOR FILING
FLOYD QUERY, SECRETARY
SALEM

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 22, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

File No. 34428 - Perry
Astoria Bridge Approach Section
Oregon Coast Highway

This will reply to your letter of July 9, 1962 concerning the encroachment into the right of way of the building improvement purchased under this file. It is our present plan to leave the improvement in place and to rent to the existing tenant.

We are aware of the Federal aid requirement that all private installations on the right of way must be cleared therefrom prior to acceptance of the completed construction project. In as much as the completion of this project appears to be several years in the future, it is probable that our plan will be subject to further review at a later time.

If at the time this project approaches completion it appears that the building warrants retention, it is thought that the policy on use of air space as desiginated under Instruction Memo 21-3-62, might be extended to this project. If this assumption is in error, we would appreciate your advise to that effect.

Yours very truly,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM

cc Mr. Cooper
Mr. Porter
Mr. Young
Mr. Lindas

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1962
FOR FILING

Coast
Bridge
Interstate
Astoria
08-35.7

477 Cottage Street, N.E.
Salem, Oregon

July 9, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project EBF-115(16)
Main River Bridge-Astoria

The right of way being acquired for this project includes Parcel 34428 (Perry) which was purchased in its entirety by the State. The right of way map submitted to this office indicates that 2500 square feet of this parcel and a portion of the improvements are within the right of way. State records indicate the present plan is to leave the improvement in place and rent to the existing tenant.

As you are aware Federal-aid requirements are that all private installations on the right of way must be cleared therefrom prior to acceptance of the completed construction project, and any encroachments on or private use of the right of way in the future shall be prevented, except such use or occupancy as may be approved by the Administrator. Please advise this office concerning removal of this encroachment.

original returned To Wright
7-11-62

RECEIVED
SEP 10 1962
FOR FILING

COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
ERNEST J. KETCHAM
SEATTLE
ROBERT L. MIKALSON
CENTRALIA
GEORGE D. ZAHN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP

LORENZ GOETZ, SECRETARY
OLYMPIA

Reference No. Q-2
3/16/6

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 SO. CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 4
400 SO. SPOKANE ST.

August 24, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Enclosed is an executed copy of Resolution No. 1251 adopted by the Washington State Highway Commission on August 22, 1962, pledging compliance with certain federal statutes and the permit for construction of the Astoria-Megler Toll Bridge. In accordance with our previous correspondence on this matter, this resolution becomes "Exhibit C" of the agreement pertaining to this bridge executed on May 9, 1962 by the U. S. Bureau of Public Roads, the Oregon State Highway Commission and the Washington State Highway Commission.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

Lorenz Goetz bd

By: LORENZ GOETZ
Secretary

LG:pw
Enclosure

FLOYD QUERY

RECEIVED
AUG 27 1962
OREGON
STATE HIGHWAY COMMISSION

MISC. CONTRACTS and AGREEMENTS No. 3422

COMMISSIONERS

ERNEST A. COWELL, CHAIRMAN
EUREKA

ERNEST J. KETCHAM
SEATTLE

ROBERT L. MIKALSON
CENTRALIA

GEORGE D. ZAHN
METHOW

JAMES M. BLAIR, SR.
PUYALLUP

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 8
6431 SO. GORSON AVE.

NO. 2 WENATCHEE
P. O. BOX 69

NO. 3 OLYMPIA
P. O. BOX 327

NO. 4 VANCOUVER
4200 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 98

NO. 6 SPOKANE 21
N. 2714 MAYFAIR ST.

NO. 7 SEATTLE 4
430 SO. SPOKANE ST.

July 30, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Reference is made to your letter of July 23, 1962, requesting a copy of a resolution referenced under paragraph 4 on page 1 of an agreement dated May 9, 1962, executed by the U. S. Bureau of Public Roads, the Oregon State Highway Commission and the Washington State Highway Commission, which relates to construction of the Astoria-Megler Bridge.

I have discussed this matter with Mr. Delbert W. Johnson, Assistant Attorney General, who participated in the drafting of this agreement, and it appears that presentation of such resolution to the Washington State Highway Commission for adoption was overlooked due to delegation of authority to our Director of Highways to negotiate a finalization of the terms of the agreement and thereupon to execute it in behalf of the Washington Commission. We regret that this oversight occurred and are now preparing to present such a resolution to the Commission at its regular monthly meeting which is to convene on August 20, 1962. A copy of the resolution will be forwarded at that time.

Thank you for calling this to our attention.

Very truly yours,

WASHINGTON STATE HIGHWAY COMMISSION

Lorenz Goetz

By: LORENZ GOETZ
Secretary

LG:bd

NOTED
FLOYD QUERY

NOTED
J. Mc C.

RECEIVED
JUL 31 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1962
FOR FILING

July 23, 1962

Mr. Lorenz Goetz, Secretary
Washington Department of Highways
Highway-Licenses Building
Olympia, Washington

Dear Mr. Goetz:

On May 9, 1962 the U.S. Bureau of Public Roads, the Washington State Highway Commission and the Oregon State Highway Commission entered into an agreement pertaining to the use of Federal-aid funds, if desired, on the Astoria-Megler Bridge.

On page 1 of this agreement, under paragraph 4 and identified as "Exhibit C", reference is made to the attachment of a resolution adopted by the Washington State Highway Commission and a resolution adopted by the Oregon State Highway Commission. The resolution adopted by the Washington State Highway Commission is missing from our copy of the agreement. To complete our records, will you please forward a copy of such resolution to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

RECEIVED
JUN 5 1962
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 9

May 31, 1962

Mr. Delbert Johnson
Assistant Attorney General
Washington State Highway Department
Transportation Building
Olympia, Washington

Dear Mr. Johnson:

Reference is made to the agreement, dated May 9, 1962, between the U.S. Bureau of Public Roads, the Washington State Highway Commission, and the Oregon State Highway Commission pertaining to the use of Federal-aid funds, if desired, on the Astoria-Megler Bridge.

On page 1 of this agreement, under paragraph 4 and identified as "Exhibit C", we do not have a copy of the resolution adopted by the Washington State Highway Commission. To complete our records, will you please forward a copy of such resolution to my attention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM

jmc

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: May 17, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Urban Program

Our May 11 memorandum concerning the above subject advised that our Washington office had approved the programing of Items 124 and 125 of the subject program for token Federal-aid financing of Projects U-115(16) and UF-003-1(14), effective May 9, 1962.

We now enclose an executed copy of the agreement between the United States and the States of Oregon and Washington which was signed for the Administration by General Counsel David S. Black on May 9, 1962.

Enclosure

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1962
FOR FILING

August 20, 1962

Mr. Elvin R. Wilson
RR Route, Box 122
Cottage Grove, Oregon

Dear Mr. Wilson:

Reference is made to your letter of August 13 concerning the Columbia River Bridge at Astoria. Financing of this project is in accordance with Acts pass by the State Legislatures of Oregon and Washington at the 1961 sessions. The portion of the structure across the river itself is a co-operative project between Oregon and Washington. The approaches on either side are the obligations of the respective states.

The main river crossing is estimated to cost $24 million. Bonds for half of this amount, or $12 million, have been sold at an effective interest rate of 3.34 per cent. We do not, of course, know what interest rate we will be required to pay on the second half of the bonds which are scheduled for sale next year.

The revenue from tolls will not provide for the retirement of these bonds, which are on a 30-year serial retirement schedule. The laws provide that after covering the operation of the bridge, which means the collection of tolls and financing charges, all toll revenues shall be applied to interest and bond retirement. It is not anticipated that toll collections will be great enough to finance all of the debt charges. The laws also provide that the first $100,000 of the deficit be paid by Oregon without participation by Washington. Deficits above this $100,000 shall be paid 40 per cent by the State of Washington and 60 per cent by the State of Oregon, with a further proviso that Washington's contribution in any one year shall not be more than $200,000.

The maintenance of the structure, such as painting or other repairs, is to be paid equally by the two

states from ordinary state revenues.

There is no question that the structure will be more expensive to maintain, operate, and pay for than is the present ferry system, but it should be realized that with a project of this size, the only feasible method of financing is by bonds, as the yearly state revenues are not sufficient to handle such a project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPfmm
cc Hon. Edwin R. Durno
bc Mr. Forrest Cooper
Mr. Victor D. Wolfe

August 13, 1962

REFERRED TO
Forrest Cooper

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

After reading an article in the Eugene Register Guard Aug. 12, 1962 on the new bridge which is to be constructed between Astoria and Point Ellice I have a few questions to ask about the facts that are listed in the article. The bridge is costing an estimated $24,000,000, assume the bond issue at 5% interest, the interest alone would amount to $1,200,000 per year. If the annual car average is to be 600 cars per day, total revenue per annual would only amount to $383,250, considering the toll fee is to be $1.75 per car or an annual defficency of $816,750 on the interest alone. The first year Oregon will pay $100,000 Washington will pay 40% or $200,000, Oregon will pay 60% or $300,000 the whole amount makes a total of $600,000 meaning there is still a deficiency of $216,750 in the first year of the agreement on the interest alone not accounting for any up keep or maintaince.

So far the way the facts are presented Washington will have its share paid for the first year and Oregon is stuck for the rest of the bill. There certainly must be some facts missing as the figures show a big deficiency the first year on interest slone and that maintaince and up keep have not even been paid.

It appears to me it would be less expensive to let the public ride across on the ferry for nothing rather than build a $24,000,000 bridge of which we are going to run in the red for interest alone some $800,000. I feel there must be some facts missing or not everything was printed in the article pretaining to it.

If you would be kind enough to enlighten me farther I would appreciate it. Thank you.

Sincerely

Elwin R. Wilson

Elwin R. Wilson
BB Rt. Box 122
Cottage Grove, Oregon

copies sent to:
Edwin R. Durno State Rep.

Eugene Register Guard

Oregon

RECEIVED
AUG 17 1962
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office

Phone 364-2171
Extension 1501

FOR IMMEDIATE RELEASE 62-186-S August 9, 1962

A gold shovel in the hands of Oregon's Governor, Mark O. Hatfield, will bite into the riverbank earth at Astoria Saturday (August 11) to signal the start of construction on the most expensive single project ever built by the Oregon State Highway Commission - the $24 million bridge across the mouth of the Columbia River.

These ground-breaking ceremonies will take place at the site where the Astoria approach will take form, more than four miles from the other approach on the Washington shore at Point Ellice.

Oregon Highway Commission Chairman Glenn L. Jackson will be master of ceremonies. Also present will be members of the legislature and numerous other state, county, and civic officials. A similar array from Washington will be headed by Highway Commission Chairman Ernest A. Cowell, representing Washington's Governor, Albert D. Rosellini. The ceremonies will begin at 3:30 p.m., daylight time, and will be capped by a 7 p.m. dinner at Astoria High School, sponsored by the Astoria Chamber of Commerce.

The bridge's 4.2-mile length will make it one of the longer in the nation. It will provide an uninterrupted link between Oregon and Washington portions of US101, and will replace the present Astoria-Megler ferry service when opened in mid 1965.

The 1961 Oregon Legislature authorized the Oregon State Highway Commission to sell $24 million in bonds to finance the construction of the bridge. Oregon and Washington will share the construction and maintenance costs, and each state will build its own bridge approach.

(more)

The DeLong Corporation, a New York City firm, was awarded the contract June 29 for construction of 32 piers for the bridge at a cost of $7,868,033. Two more contracts will be let for the bridge early in 1963 and separate awards will be made for the approach at each end.

The Astoria approach will rise near the river front and curve through a full circle over Marine Drive. The roadway's leap across the channel will leave a clear width of 1,070 feet and a vertical clearance at low tide of 204 feet - ample room to allow the Navy's largest aircraft carrier to pass through.

From the main ship channel crossing, the roadway will descend to a 25-foot height for the 11,000-foot viaduct across the Desdemona Sands, where every low tide exposes sandy islands of changing sizes, shapes, and locations. The road level will rise again near the Washington shore for the smaller north ship channel, then join dry land again at Point Ellice near Megler.

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AUG 7 1962
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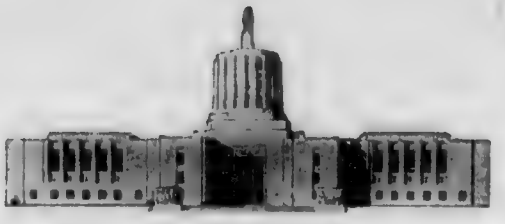
COMMISSIONERS
GLENN W. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

Washington State Highway Commission
Department of Highways
Transportation Building
Olympia, Washington

Attention: Mr. George Stevens
Bridge Engineer

Gentlemen:

Re: Columbia River Bridge at Astoria
Bridge No. 7949

Reference is made to your letter of July 3, and with accompanying drawings covering details for the 303' deck truss span on the Astoria end of the structure. This is to confirm our recent telephone conversation regarding deck slab and handrail details. It is presumed that the details indicated on this drawing will be typical for all truss details throughout the structure.

It has always been our practice to place parapet rail posts perpendicular to the grade. This is necessary to prevent variations in casting or a build up of grout under the post base. In general on comparatively flat grades, scoring strips in the concrete parapet are made vertical, however, in this case we agreed it would be better to make the scoring strips, breaking up the flat surfaces of the parapets, perpendicular to the grade as indicated on your drawing. It is our intention to use the two-rail member throughout the structure except between Pier 12 and Pier 160 where the intention is to use our standard single rail member because of the height above the water.

I am enclosing two prints of the single rail member Drawing No. 17363 as well as two prints of Drawing No. 17368, our standard two-rail handrail. The concrete details on Drawing No. 17363 will be revised to agree with those indicated on Drawing No. 17368. At the present time, details of the junction between the two types of rail are being prepared, and as soon as they are complete, will be sent you for your use in detailing the handrail at the south end of Span 11.

The typical details for the 303' deck truss furnished us indicated your proposed method of pouring the deck slabs on truss spans. These details are considerably at variance with our standard practice,

NOTED
P. M. STEPHENSON

however, after studying your details we will go along with your method of pouring the deck on truss spans.

Please advise if there is anything further that we can do to help your portion of the work.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/vm
Attached
cc: Mr. P. M. Stephenson
Mr. L. L. Wallace

RECEIVED
AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Kansas City, July 29th-'62

Dear Mr. Query;

Thank you-very much-for answering my letter of the 24th and giving the information that you did regarding this bridge.

I am not an Engineer (I'm sorry to say) but during almost all of my working years I have ben associated with Engineers and Engineering projects and have great interest in them-particularly those such as this bridge that you folk are starting to build.

The very first (and only) news that I had concerning this bridge was in an article in the Engineering News-Record of July 12th.

From past experience in similar matters I know that the Prospectus issued by a Syndicate-formed to underwrite the bonds that are almost always sold through such a group of Underwriters-tells,very completely-the story behind the project-why it is to be built,etc. and includes maps of the location,elevations of the structure and details of the project,details of the bonds to be uttered to cover it's cost--and in a very thorough manner.In writing you as I did I had hoped to learn the names of the leading members of the syndicate that I had assumed had been formed for this project. Given those names it was my intent to ask them for a copy of Proppectus.

Apparently no Pospectus has-or is to be issued on this project BUT my interest in it is GREAT. I know (not too intimately,to be sure) the territory and I know that the building of this bridge is going to be a very difficult thing to do. Therefore I am asking you to please send me such information concerning the bridge (plan,elevations and the bonds) as you can--that is available to Public,even back here in MIssouri!

I will TRULY appreciate your doing such as you can for me in this matter.

SINCERELY

Chas. Crumm

RECEIVED
JUL 25 1962
FOR FILING

E-003 : (c)
6268

July 25, 1962

Mr. Chas. H. Church
4518 J. C. Nichols Parkway
Kansas City 11, Missouri

Dear Sir:

The bridge across the Columbia River at Astoria is being constructed by the State of Oregon with funds from a bond issue authorized by the 1961 Oregon Legislature.

Sale of the bonds is being handled by the Oregon State Highway Commission, and a portion of them has already been sold.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

CHAS. H. CHURCH
4518 J. C. NICHOLS PARKWAY
KANSAS CITY 11, MISSOURI

July 24th-'62

Oregon State Highway Commission
Salem,Oregon.

Gentlemen; RE:BRIDGE TO BE BUILT ACROSS THE MOUTH OF THE COLUMBIA.

In the Engineering News-Record of July 12th there is an article telling of the bridge to be built across the mouth of The Columbia by you and the Washington Department of Highways.

I would like-VERY MUCH-to know the name of the head of the syndicate that was formed-no doubt-to handle the sale of the bonds that have,or will be,been issued to provide the money for this magnificent job.

Will you-please-tell me,using the stamped and addressed post-card that I enclose? I hope so and offer my Thanks to you for such information.

Yours very truly,

Chas. Church

RECEIVED
JUL 25 1962
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Information Office

Phone 364-2171
Extension 439

FOR IMMEDIATE RELEASE 62-165-Se July 24, 1962

The Oregon State Highway Commission announced today that ground-breaking ceremonies August 11 will officially signal the start of construction on the $24 million Columbia River bridge at Astoria.

The first contract on the bridge was awarded by the Oregon State Highway Commission June 29. This contract, for $7,868,033, is for construction of 32 piers on the bridge that will link Oregon and Washington on U. S. 101. DeLong Corporation of New York, N. Y. was the low bidder.

The Highway Commission has issued invitations to Governor Mark O. Hatfield of Oregon, and Governor Albert D. Rosellini of Washington.

Governor Hatfield has been invited to dig the first shovelful of dirt--with a "gold" shovel that will later be placed in the Astoria Historical Museum. A second "shovelful" of dirt will be turned by a power-driven "clam-shell" operated by a DeLong Corporation workman.

Ceremonies will start at 3:30 p.m. Pacific Daylight Time, at the site of the bridge approach on the Oregon side. A dinner at 7 p.m. at the Astoria High School will be sponsored by the Astoria Chamber of Commerce.

Many officials from both Oregon and Washington are expected to attend the ground-breaking. The Highway Commission will send invitations to city, county and state officials, plus civic organizations and the Legislative Interim Committees of both states.

The bridge will provide a link for U. S. 101 across the Columbia River that will allow uninterrupted traffic through Oregon and Washington. The bridge will replace the present ferry service.

Oregon and Washington are cooperating in sharing construction costs of the bridge. The 1961 Oregon Legislature authorized the Oregon State Highway Commission to sell $24 million in bonds for the project.

# # #

RECEIVED
JUN 19 1962
FOR FILING
F-1003-1 (10)
6268

Salem, Oregon
June 18, 1962

C. H. Hixson
Auditor

OFFICE

So that Capital equipment purchased for use in connection with the Astoria Bridge Project will be charged to the Bond Fund Account, we have set up the following prefix:

4-1820-471 Purchase of Capital equipment
for Astoria Bridge Bond Project

When the bridge is completed, an analysis of this equipment account will be made and the salvage value will at that time be credited to the Bond Fund Account.

L. H. Young
Office Engineer

LHY:mb
cc: Jean Merchant
G. A. Gardner

RECEIVED
JUN 21 1962
FOR FILING
F003 1(16)
6261

At the entrance to the mighty Columbia River

THE PORT OF ASTORIA

ASTORIA OREGON

FAirfax 5-4521

COMMISSIONERS
W. B. POHL JR., PRESIDENT
J. D. WATERHOUSE, V. PRES.
ALBERT RISSMAN, SECRETARY
RUSSELL FLUHRER, TREASURER
WM. R. MANION

RICHARD J. BETTENDORF
GENERAL MANAGER

June 18, 1962

Mr. Ivan D. Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Special Provisions-Columbia River Bridge, Astoria, Oregon - Pt. Ellice, Washington

Dear Ivan:

Under subject provisions Article 1.7.4--Federal Participation, paragraph VIII, prohibits renting municipally owned equipment. Is this to be interepreted that the contractor cannot rent or lease any of the Port's equipment or facilities located on Port owned property? I am thinking in terms of renting our locomotive crane and other equipment for the handling of bridge materials across our Piers or Airport. I would appreciate an early answer as I am told that some contractors construe this to mean that they would not be able to handle any bridge materials over our port docks.

Sincerely,

PORT OF ASTORIA

R. J. Bettendorf

R. J. Bettendorf
Manager

RJB:m

Note: Called Mr. Bettendorf's office on June 19th. Informed him that Mr. Dee of local BPR office had agreed that the BPR regulations did not apply to the Port owned property P.M.S.

NOTED
P. M. STEPHENSON

RECEIVED
JUL 10 1962
FOR FILING
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6268

MISC. CONTRACTS. and
AGREEMENTS No.

Salem, Oregon
June 11, 1962

Agenda Item 2-j

Mr. L. H. Young
Office Engineer
Office

Attached is a fully executed copy of an agreement between the Oregon and Washington Highway Commissions relative to the division of programming for eligibility of Federal Aid participation in the cost of the Astoria-Megler Bridge over the Columbia River.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the Washington Highway Commission and one conformed copy has been sent to the Legal Department.

Secretary

rm
Attach: 1

cc - Mr. L. I. Lindas (1 conf. agr.)

COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
ERNEST J. KETCHAM
SEATTLE
ROBERT L. MIKALSON
CENTRALIA
GEORGE D. ZAHN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

AGENDA
MAY 25 1962
2 j

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 SO. CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 96
NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 62
NO. 6 SPOKANE 21
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 4
480 SO. SPOKANE ST.

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

Forrest Cooper

May 8, 1962

REFERRED
TO Mr Query
FOR
G. E. ROHDE

Item J.

State of Oregon
Oregon State Highway Commission
Salem, Oregon

PSH No. 12 Astoria-Megler Bridge
UF-003-(14)
Supplement #2 Agreement #GC-1039-B

Dear Sir:

We are forwarding herewith an original and four (4) carbon copies of a proposed agreement between the State Highway Commissions of Oregon and Washington relative to the division of programming for eligibility of Federal Aid participation in the cost of the Astoria-Megler Bridge over the Columbia River. We have assigned our reference designation Supplement No. 2 Agreement No. GC-1039-B, to this instrument. You will note that all copies of this supplemental agreement have been executed in behalf of the State of Washington by Mr. W. A. Bugge, Director of Highways, on May 1, 1962.

The attached copies are submitted for your review toward execution, and if found satisfactory, the final execution date should be shown on Page 1 of this agreement. It is requested that when fully executed, the original and one carbon copy be returned to this office to fulfill our needs for final distribution of this supplemental agreement.

The tri-partite agreement between the States of Oregon and Washington and the Bureau of Public Roads, which we received after your execution, has now been executed in behalf of this State and has been forwarded to the Bureau of Public Roads for their final endorsement. This agreement pertains to the conditions for the participation of Federal Funds for the construction on this project. We have assigned Supplement No. 1 Agreement No. GC-1039-B as a reference designation to this partially executed instrument.

(A)
4 COPIES TO BE SIGNED

Very truly yours,

W. A. BUGGE
Director of Highways

By: RALPH T. KNUTZEN
Utilities Engineer

Porter

WAB:tma
MHM

cc: Bugge
Massey
Jayne
Johnson
Utilities

RECEIVED

F&R Eng

F:003.1(1c)

L 268

7949

June 11, 1962

Merritt-Chapman & Scott Corporation
220 Montgomery Street
San Francisco 4, California

Attention: Mr. Mac Silvert
Consulting Engineer

Gentlemen:

Re: Columbia River Bridge at Astoria
Bridge No. 7949

I have your letter of June 6 in which you request that certain changes be made in the plans and specifications for the subject job.

Your request that the footing block be poured monolithically with the seal block by the use of tremie concrete has been studied, and from our standpoint, we do not believe it is practical. Because of the amount of reinforcing steel involved in the footing materials, the steel between the footing and seal block, and column dowels which would have to be placed under water, it does not seem to us to be a practical solution. This would involve considerable expense to the State in underwater inspection, and with a very good chance of poor construction, poor bonding of concrete to reinforcing steel, etc.

For the above-mentioned reasons, we cannot approve the method which you have proposed and which you requested in your letter of June 6.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/:m

MERRITT-CHAPMAN & SCOTT
CORPORATION

YOUR CONFIDENCE IS JUSTIFIED WHERE THIS FLAG FLIES

Address Reply To
220 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA
YUkon 1-8603

AIR MAIL

June 6, 1962

Mr. Ivan D. Merchant
Bridge Engineer
Highway Building
Salem 10, Oregon

Re: Columbia River Bridge, Astoria, Ore.
and Point Ellice, Washington
Substructure for Steel Span
Bridge No. 7949

Dear Mr. Merchant:

It is requested that your office issue an addendum to subject project that will permit us, if we are the successful low bidders, to place the concrete in the footing blocks subaqueously, by tremie pipes, concurrent with the placing of the seal concrete. The reinforcing steel would be placed in the numbers and lengths and secured in position exactly as shown prior to making the tremie pour. Approval of our request would eliminate the construction joint that is presently indicated between the seal and footing blocks.

It is, of course, understood, but possibly should also be included in the addendum, that the additional cement and any additional costs that may be incurred by the contractor placing the footing block concrete by the requested optional method, to be at no additional expense to the owner. Also, that the concrete be of the strength, as a minimum, as that presently specified for type "A" concrete and as will be determined by cores you will take (or any other method you may desire), together with the usual clauses relative to removal of defective work at no cost to the owner. Since this method of placing the footing block concrete would be an optional method no change need be made in any payment item.

As you know, and as we discussed during our conversation yesterday, good and sound structural concrete can and has been placed subaqueously. It is definitely not a new or untried method and has been successfully done in many instances (in caissons, drydock floors, bridge piers, etc.).

I trust you will issue this addendum or otherwise indicate official

approval of this requested optional method of placing the footing block concrete as it is vital to our method of construction and which we firmly believe will result in an economic cost for yourselves and a successful bid for us.

This letter confirms our conversation and my verbal request of yesterday in your office in Salem.

Very truly yours,

Mac Silvert

Mac Silvert, Consulting Engineer

MS:cb

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 6 - 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

5-25-62

~~Supplemental~~ Agreement signed May 25, 1962 signed by Gold of Oregon Highway Commission and W. A. Bugge Director of Highways, Wash.
Sept 15, 1961 - Oregon ~~State~~ Highway Commn + Wash Dir of Highways
Wash enacted Chap. 209 Wash State Session Laws of 1961
Oregon chapter 345 Oregon Laws 1961
for construction of new bridge including approaches thereto ~~maintenance~~ and operation of new bridge raising necessary funds for construction ~~[redacted]~~ collection of tolls for use of bridge and jobs authority for any other necessary action

Wash State Highway Commn + Pacific County, Wash. June 26, 1961 for bypass $185,000.
State of Oregon + City of Astoria - Cooperative construction Agreement - Astoria Bridge Piers May 25, 1962

Astoria - Megler Bridge

Bridge span in against tide
Tide running 9'5"
Runoff of 1'2"
Turbulence by bridge piers
Two river crews on span floating down
Floating at about 7 knots

RECEIVED
MAY 29 1962
FOR FILING

Copy for Parson

477 Cottage Street, N.E.
Salem, Oregon

May 25, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ATTENTION: Mr. I. Merchant

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

By:
T. Doc
Acting Division Engineer

REFERRED TO
Mr Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

Astoria-Megler Toll Bridge
Oregon U-F-003-1(14)

Our Washington office offers the following comments with regard to your letter of April 11 and W. C. Hill's Load Test report on this structure:

"In view of the explanations given by the State in response to our comments and suggestions of February 28, we will not pursue them further.

We note the two test piles, the 13 in. and 16 in. octagonal concrete piles, were seated by jacking into the sands for test; the piles were loaded to ultimate failure or "punching through' loads; that ultimate bearing capacities for these piles were also theoretically computed; and expected penetration for the large diameter piles was then estimated on the basis of the computed friction factors. In this estimating, besides friction on the outside of the pile, the assumption was made that friction will be effective on the inside of the pile for the total depth of penetration and that 1/2 of the assumed scour depth would also offer frictional resistance. These points are academically and practically debatable.

We question the reliability of computing required penetrations for the large diameter, hollow cylindrical piles on the basis of information obtained from load testing of smaller, solid piles. Especially, whenever vagaries inherent in such computations are made even more variable and indefinite by using theoretical bearing capacity factors, by using a calculated friction dependent on other assumed variables, by estimating effective friction areas that may be questioned, by making an allowance for scour effect that similarly is questioned, by using noncomparable driving methods and relatively short time loading increments in testing, and by the indefinite effect of adjacent piles. The most practical course is to load test the permanent large diameter pile.

Based on the description of the soils at the site and the proposed loads, we would recommend pile penetration of the order of approximately 50 feet below any possible scour. However, in view of the magnitude of the project and the great number of such piles that will be required, a more definite establishment of minimum safe pile lengths could result in considerable savings. The amount saved may more than warrant any additional costs incurred by load testing."

NOTED
P. M. STEPHENSON

This office agrees that actual load tests on the proposed large-diameter piles are advisable. Recent experience in the construction of the Marquam bridge which showed variable pile capacities by formula for different hammer types, which in turn have not been verified by actual load tests made to date, would further indicate the necessity of test loads. Also, load tests now being conducted in the vicinity of Union Bay in Seattle on 54" diameter hollow prestressed concrete piles, indicate a wide deviation from values obtained by formula. These piles are being driven with a Vulcan 020 hammer having a striking part weighing 20,000 pounds and a rated striking energy of 60,000 foot pounds. The design load is 350 tons per pile with specified test loads of 700 tons each. Although test loads in Seattle have not been completed, tests to date indicate that values obtained by formula are too high. It is hoped that when tests have been completed and the data correlated, that a workable method of determining capacities can be outlined for the soil types peculiar to the site. Due to the different soil types at Astoria, however, it is doubtful if this data will be of value for the Astoria Bridge.

RECEIVED
MAY 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1962
FOR FILING

Salem, Oregon
May 16,1962

BPR authorization to proceed with acquisition of rights of way

Mr. W. T. Wright
Right of Way Engineer

OFFICE

As of May 11, 1962, we have authorization of the Bureau of Public Roads to proceed with the acquisition of right of way for the below-described project:

Right of way for the Astoria Bridge structure. This is for the unit within the limits of the authorized $24,000,000 Astoria Bridge Bond Project. The southerly limit of this unit is at Station 318+97.

Prefix 4-1602 has been assigned for the purchase of this right of way.

L. H. Young
Office Engineer

LHY:mmb
cc: C. H. Nielsen
J. M. Nash

RECEIVED
MAY 23 1962
FOR FILING

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
620 PITTOCK BLOCK
PORTLAND 5, OREGON

E 703.(1)

NPPEM-1.4
NPP 285/70a(Columbia R.-Falsework)-8

14 May 1962

Forrest Cooper

Oregon State Highway Department

Salem, Oregon

Permit re construction of 4 triangulation towers astoria Bridge

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (1) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

1 Incl
Permit dtd 14 May 1962

T. W. RAGSDALE
Chief, Operations Division

NPP FL
Apr 60 84

NOTED
FORREST COOPER

original & Permit
to Stutchenson

RECEIVED
MAY 1 1962
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-003-1(16)

6268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 9, 1962

Mr. James L. Hope
City Attorney
Astoria City Hall
Astoria, Oregon

re: City - Lake Bridge Agreement

Dear Mr. Hope:

Please find enclosed herewith a copy of my brief with respect to the relocation of Oregon Water pipelines in the city streets of Klamath Falls.

As mentioned to you on the phone, the Court ruled that it was the duty of the utility to relocate at their sole cost. This the Court ruled to be within the police power of the city to so order the utility.

Incidentally, Mr. John Graham mentioned that you had some concern with respect to the city consenting to change the grade of the street as provided in the agreement. I believe you will note that under ORS 373.040 the State Highway Commission, and not the city, is liable to any property owner whose property is damaged by such a change in grade. The city, therefore, would incur no liability whatsoever for consenting to the change.

Very truly yours,

L. I. [illegible]
Chief Counsel

By
[illegible] C. McKinney
Chief Office Section

FCK:jw
Encl.

cc: Mr. H. St Cox
Mr. G. S. Paxson

RECEIVED
MAY 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1962
FOR FILING
F-002-1 (16)
6268

May 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File 08-35.32

Dear Sir:

In compliance with your request of April 26, we are transmitting herewith two copies of the following reports:

"Forecast and Projection of Traffic and Revenues on the Astoria Megler Toll Bridge"

"Cost of Portland Cement Concrete Pavement Compared with the Cost of Asphaltic Concrete Pavement"

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
G. S. Paxson
F. B. Crandall

RCB:mp jw

Of Bd
Engrg
Asst

Cost of Portland Cement Concrete Pavement Compared with the Cost of Asphaltic Concrete Pavement (based on the construction of Separate Roadways)

Three projects for asphaltic concrete and three for portland cement were selected as representative. The cost of the surfacing was calculated using the bid price for each of the projects. All of the projects were of interstate 4-lane separate roadway construction. The cost of the asphaltic concrete included the future 1½" overlay costing $3000 per lane mile. A tabulation of these six jobs is attached.

The most important factors affecting the cost per lane mile are the thickness and price of the base material. A graph showing this variation is attached. In the calculation, it was assumed that the other prices were based on the average bid prices for the year 1961. Variation in these prices would prevent this chart from being used alone for pavement type selection. For this purpose estimates should be prepared which apply to the particular situation encountered.

Comparisons are made with the calculation of The Asphalt Institute covering projects in 1958, 1959 and 1960. These did not include the costs of shoulders or of future 1½" paving on A.C.

Project		Cost per Lane Mile Asphalt Institute	Cost per Lane Mile This Tabulation
N. Albany Jct.-Lebanon Road,	P.C.C.	34,144	34,900
Seven Oaks-Jackson Street	P.C.C.	32,666	32,800
Lebanon Road-Halsey Interchg.	A.C.	17,600	20,900
Halsey Interchange-Lane Co. Line	A.C.	17,178	21,400

The cost of future 1½" surfacing included in the AC projects in this tabulation is $3000 per lane mile. When this is added to Asphalt Institute figures there is a good correlation.

The Stanford Research Institute Report shows an average difference of $15,000 per lane mile for Interstate construction. This presumably includes the difference in shoulder costs and corresponds to $7500 on the six projects selected for the present calculation. $4800 of the discrepancy can be explained on the basis of the future 1½" of A.C. surfacing. (This is $3000 when shoulders are not included.) Probably the rest of the discrepancy can be explained because the average A.C. job is constructed on better soil than the average P.C.C. job, i.e. the A.C. averages included the Eastern Oregon Interstate work.

Jack A. Rowland
Construction Planning Engineer

Dated: March 22, 1962

Oregon State Highway Department

Cost per Lane per Mile, AC & PCC

March 13, 1962

Section	Length	AC Depth of Coarse Crushed Base	AC Cost per Lane per Mile w/o shldrs. ($)	AC Cost per Lane per Mile w/shldrs. ($)	PCC Depth of Coarse Crushed Base	PCC Cost per Lane per Mile w/o shldrs. ($)	PCC Cost per Lane per Mile w/shldrs. ($)
N. Albany Jct.-Lebanon Rd.	6.454				7½"	34,900	43,700
Evans Cr. - Rock Point	4.613				10½"	31,700	40,100
Seven Oaks-Jackson St.	5.207				10½"	32,800	41,100
Lebanon Rd.-Halsey Int.	10.017	20½"	20,900	33,800			
Halsey Int.-Lane Co. Line	12.516	20½"	21,400	34,200			
Rock Point - Seven Oaks	2.435	18"	21,600	34,400			
Total			63,900	102,400		99,400	124,900
Average			21,300	34,100		33,100	41,600

34100
7,500

Note: AC Costs include 1½" Future AC Leveling Course.

A.C.
34100
41,100
14,400

P.C.
41,600
33,100
8,500

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 26, 1962

FROM : C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

SUBJECT: Highway Planning Survey Studies, HPS-1(23)

We have recently received a request from our Regional office for copies of two reports noted in the monthly narrative, furnished by your Traffic Engineering Division, pertaining to the following subjects:

Item 3 - Relative cost between Portland cement and asphaltic concrete pavement

Item 17 - Forecast of traffic and revenues for the Astoria-Megler Toll Bridge

We would appreciate receiving two copies each of the above reports, if available. Quick copies will be satisfactory if the reports are in short supply.

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APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1962
TRAFFIC ENGINEERING

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East
Bridge
Astoria

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1962

SUBJECT: Estimate of Traffic and Revenues, Astoria-Megler Toll Bridge

To: L. H. Young
Office Engineer
O f f i c e

Attached is an analysis and forecast of diverted and induced traffic assignable to the Astoria-Megler Toll Bridge in 1966, the anticipated first full year of operation, and a projection of traffic and revenues through the 30 year period 1966 - 1995.

This estimate is intended to reflect the most reasonable expectations of future traffic growth in view of past trends and future forecast of motor vehicle travel. While our estimates of traffic and revenues for the bridge are somewhat higher than those made by Coverdale and Colpitts in their report of November, 1958, they are still below the estimates made by the Washington Department of Highways in their report of May, 1959.

F. B. Crandall
Traffic Engineer

RLSh:dk
Attachment
cc: Tom Edwards

RECEIVED
APR 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1962

FORECAST AND PROJECTION OF TRAFFIC AND REVENUES ON THE ASTORIA-MEGLER TOLL BRIDGE

Past Traffic Trends

The traffic trend on the Astoria-Megler Ferry during the past ten years is shown in Table I together with comparative data for other highway and bridge locations in the general area.

TABLE I

TRAFFIC TRENDS ON THE ASTORIA-MEGLER FERRY
AND OTHER HIGHWAYS AND BRIDGES IN THE AREA
1951 - 1961

(Average Daily Traffic)

	Astoria-Megler Ferry	Longview Bridge	Gearhart US101	Rainier US30	Stella 1/ US830	Sunset Tunnel US26
1951	381	891			1,521	
1952	410	1,039			1,401	2,222
1953	389	1,181			1,359	2,268
1954	365	1,232			1,444	2,157
1955	381	1,365		1,481	1,800	2,218
1956	368	1,482		1,545	1,600	2,228
1957	342	1,542	3,018	1,613	1,550	2,112
1958	342	1,583	3,200	1,704	1,700	2,136
1959	338	1,676	3,229	1,663	1,750	2,045
1960	334	1,776	3,415	1,730	1,800	2,044
1961	344	1,975	3,387	1,857		2,121
Avg. Annual Change -	-0.9%	+8.4%	+3.0%	+3.9%	+2.4%	-0.5%

1/ Not a permanent recorder or toll count, traffic volumes estimated from periodic counts.

The decline in Ferry traffic is accounted for primarily by two factors, which together more than offset the regional trend of traffic growth due to increased vehicle ownership and usage:

(1) The depressing effect on local traffic which resulted from a substantial decline in economic activity, employment, and population in the immediate tributary area. The relative importance of this factor is illustrated by the fact that both Clatsop County in Oregon and Pacific County in Washington experienced population decreases of approximately 11 percent between 1950 and 1960.

(2) The diversion of some traffic from routes utilizing the ferry to alternate routes. The improvement of US99 (Interstate 5) in Washington between Portland and Olympia, of US30 in Oregon between Rainier and Astoria, and of US830 between Kelso and Ilwaco have affected relative travel times for two of the principal traffic movements served by the ferry. Trips affected are those between Willamette Valley points (including Portland) and the Long Beach Peninsula, and those between the northern Oregon coast and Puget Sound.

There is strong reason for inferring that the depressing influence of both of these factors has diminished appreciably in the last year or two, and that the traffic on the ferry as well as that assignable to the bridge will begin to increase modestly in future years.

Composition of Traffic Assignable to the Bridge

For purposes of this analysis and as a means of forecasting future traffic, the estimated trips assignable to the Astoria-Megler Bridge were classified into four groups based upon origin-destination data reported by Coverdale and Colpitts in their feasibility report of November, 1958. Adjustments were made in these data to compensate for the bias resulting from sampling only in July. The major adjustment consisted of increasing local trips by one-third, and decreasing trips between distant origins by a corresponding amount. The resulting data are summarized in Table II.

TABLE II

TRAFFIC ASSIGNABLE TO THE ASTORIA-MEGLER BRIDGE
CLASSIFIED BY PRINCIPAL ORIGINS AND DESTINATIONS
1958 Survey 1/

Trip Category	Total Annual Trips Diverted from Ferry	Diverted from Other Routes	Annual Trips Total
Light Vehicles			
1. Local Trips 2/	56,800	7,900	64,700
2. Trips between the Willamette Valley and Pacific Co.	12,300	8,000	20,300
3. Trips between the Northern Oregon Coast and the Puget Sound Area (incl. B.C.)	14,800	3,400	18,200
4. All other trips 3/	34,300	9,700	44,000
Total light vehicle traffic	118,400	29,000	147,400
Trucks	6,800	1,500	8,300
Total traffic, 1958	125,200	30,500	155,700

1/ Based on data contained in the, "Report on Traffic, Revenues, and Expenses for the Proposed Columbia River Bridge" by Coverdale and Colpitts, November, 1958. Trip data was adjusted to correct for bias caused by sampling only in July.

2/ Includes some trips which, although they are not strictly local, have no reasonably competitive alternative route; for instance, trips between the Northern Oregon Coast and Grays Harbor County, Washington.

3/ Consists of social-recreation and vacation trips as well as others with distant origins and destinations for which factors other than distance, travel time, and toll charges influence the choice of routes. For purposes of this analysis approximately one-third of the trips between the Northern Oregon Coast and the Puget Sound Area were classed as recreational and vacation trips, as were other apparently illogical trips such as those between Portland and the Puget Sound Area which used the ferry.

Traffic Growth and Generation

It is anticipated that 1966 will be the first full year that the bridge will be open for use. It is necessary, therefore, to estimate the growth in the assignable traffic that will have occurred between 1958 and 1966. For this purpose past traffic trends on the ferry and other highways in the area were considered as well as economic trends in the immediate area served by the bridge.

The traffic growth forecast updating the 1958 survey traffic data to 1966 was based on the expectation that the rather pronounced economic decline experienced in Clatsop and Pacific Counties during the period between 1953 and 1960 had ended and that a stabilized economic condition with modest traffic growth would prevail through 1966.

It was assumed, therefore, that between 1958 and 1966, local traffic would increase 10 percent, and other traffic between 20 and 25 percent except for trips between the Northern Oregon Coastal Area and Puget Sound for which a 10 percent decrease was assumed due to additional diversion. These factors are summarized in Table III.

TABLE III

GROWTH AND GENERATION FACTORS FOR TRAFFIC
ASSIGNABLE TO THE ASTORIA-MEGLER TOLL BRIDGE

Traffic Category	Normal Growth Factor 1958 - 1966	Generation Factor 1966	Generation Factor 1967	Average Annual Growth Rates 1967 - 1995
Light Vehicles				
Group 1 Trips	1.10	1.35	1.10	2%
Group 2 Trips	1.20	1.10	1.05	3%
Group 3 Trips	.90	1.10	1.05	3%
Group 4 Trips	1.25	1.30	1.10	3%
Trucks and Buses	1.20	2.50	1.20	2%

Generated (or induced) traffic was also estimated by class of trips. The estimates were based upon the assumption that the bridge would induce a substantial number of local trips as well as social recreation trips with distant origins and destinations, but not those trips for which good alternate routes were available. The major portion of the generation is expected to occur in the first year of bridge operation with a minor amount in the second year.

It will be noted that an unusually large amount of generation is anticipated for trucks. Coverdale and Colpitts estimated that trucks would ultimately represent 15 percent of total bridge traffic presumably based upon that being recorded at the Longview Bridge prior to 1958. Since this appears to be on the high side in comparison to the percentages recorded at other toll bridges noton main truck routes, a figure of 12 percent was considered more reasonable and used in the forecast.

Applying the normal growth and generation factors to the 1958 divertable trip data, it is estimated that annual traffic on the bridge in 1966, its first full year of operation, will consist of approximately 213,000 light vehicles and 25,000 trucks for a total of 238,000. Diverted and generated trips classified by the principal trip groups are shown in Table IV.

Future Traffic Growth

In estimating future traffic average annual rates of growth were postulated for the various categories of trips based upon regional, statewide, and area traffic growth forecasts as applicable.

TABLE IV

ESTIMATED DIVERTED AND GENERATED TRAFFIC
ASTORIA-MEGLER TOLL BRIDGE - 1966
First full year of operation

Total Annual

Trip Category	Diverted Trips	Generated Trips	Total Trips
Light Vehicles			
Group 1 trips	71,000	24,900	95,900
Group 2 trips	25,000	2,500	27,500
Group 3 trips	16,500	1,600	18,100
Group 4 trips	55,000	16,500	71,500
Total light vehicle trips	167,500	45,500	213,000
Trucks and Buses	10,000	15,000	25,000
Total Traffic	177,500	60,500	238,000

For local traffic an average annual growth rate of 2 percent was used in the future projection as a reasonable expectation, considering the limitations of the area with respect to economic growth at least in the first two decades of the 30 year toll operation.

The other categories of light vehicle trips should be expected to increase more nearly at a rate comparable to that expected on a statewide basis in Oregon and Washington. The long term traffic growth forecasts for these states, converted to an average annual rate compounded are in the range of 3 to 4 percent. The lower figure of 3 percent was used in the projection of bridge traffic because of the deterrent effect of the high tolls.

Since truck traffic utilizing the bridge will be oriented primarily to serving the local area, an average growth rate of 2 percent has been assumed for trucks the same as that used for the projection of local light vehicle trips.

The average bridge toll is calculated to be $1.90 per vehicle based upon 81 percent light vehicles at $1.75, 6 percent light vehicles with

trailers averaging $2.02 and 12 percent trucks and buses averaging $3.00. Bridge traffic and revenues for the 30 year period 1966 - 1995 are summarized in Table V.

TABLE V

TRAFFIC AND REVENUES
ASTORIA-MEGLER TOLL BRIDGE
1966 - 1995

Year	Total Annual Traffic	Gross Revenues 1/
1966	238,000	$ 452,000
1967	267,000	507,000
1968	274,000	521,000
1969	281,000	534,000
1970	288,000	547,000
1971	295,000	561,000
1972	302,000	574,000
1973	310,000	589,000
1974	317,000	602,000
1975	325,000	618,000
Average for 10 years 1976-1985	374,000	711,000
Average for 10 years 1986-1995	480,000	912,000
30 year total	11,437,000	$ 21,730,000

1/ Based on an average revenue of $1.90 per vehicle.

Compared to the estimate of bridge traffic and revenues made by Coverdale and Colpitts in their 1958 report, the estimates arrived at herein are slightly higher in the initial years of the projection period with an increasing difference toward the end due to the higher estimated rate of growth. At the same time they are lower than the estimates made by the State of Washington, Department of Highways in their May, 1959, report.

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MAY 15 1962
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F-003-1(16)

6268

file

DIAMOND ORCHARD

RT. 4, BOX 147 H. S. MERRIAM EUGENE, OREGON

May 2nd, 1962

Mr. Victor D. Wolfe
6425 Joseph Street, S. E.
Salem, Oregon.

Re: discrepancy between 1965
bond payment figures on
Yturri sheet and bond graph.

Dear Vic:

The discrepancy probably lies in the estimated $ 368,000 Washington payments on Astoria bonds as shown on the Yturri sheet. This probably means another revision in our bond graph. My sister in law spotted this one.

I would suggest that in addition to the word " copy " on the New York bond letter the last paragraph be enclosed in a bracket or some other means of identifying it as the meat of the letter.

Will you please make, and send me a copy, of the report Knipe made to the Interim Committee which Tom Edwards has. I am only interested in the first part which is a comparison of truck taxes in the several states. I also need a copy from Sipprell of car taxes in Oregon, Washington, and California which I asked him to bring up to date several weeks ago.

Mailed by V.W. 5-9-62 me.

Sincerely,

Howard

Howard.

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I BOND ISSUE CONTRACTS
6268

Cost Estimates
Columbia River Bridge

April, 1962
1 of 3

Contract No. 1 (Piers)	$ 8,075,000		
Contingencies (4%)	323,000		
R/W	120,000		
Engr. (Designs)	125,924		
Engr. (Construct.)	173,813		
		$ 8,817,737	
Net Int. Cost (To 6/30/65)		347,643	
		TOTAL	$ 9,165,380
Contract No. 2 (Superstructure, incl. IL Girders)	$ 9,358,100		
Contingencies (4%)	374,324		
Engr. (Designs)	145,934		
Engr. (Construct.)	201,440		
		$10,079,798	
Net Int. Cost (To 6/30/65)		402,885	
		TOTAL	$10,482,683
Contract No. 3 (Viaduct)	$ 3,472,000		
Contingencies (4%)	138,880		
Engr. (Designs)	54,142		
Engr. (Construct.)	74,743		
		$ 3,739,765	
Net Int. Cost (To 6/30/65)		149,472	
		TOTAL	$ 3,889,237
		TOTAL COST	$ 23,537,30[illegible]

II BOND ISSUE (DIVIDED BY STATE BOUNDARY)

Sta. 118+20.83 - 139+89.91 (State Line)

Contract No. 1 (Piers)	$ 1,747,900		
Contract No. 2 (Superstructure)	1,471,900		
	$ 3,219,800		
Contingencies (4%)	128,790		
Engr. (Design)	50,210		
Engr. (Construct.)	69,310		
		$ 3,468,110	
Net Int. Cost (6/30/65)		138,600	
		TOTAL	$ 3,606,710

Sta. 139+89.91 (State Line) - 318+97.17

Contract No. 1 (Piers)	$ 6,327,100	
Contract No. 2 (Superstructure)	7,886,200	
Contract No. 3 (Viaduct)	3,472,000	
	$17,685,300	
Contingencies (4%)	707,410	
R/W	120,000	
Engr. (Design)	275,790	
Engr. (Construct.)	380,690	
	$19,169,190	
Net Int. Cost. (To 6/30/65)	761,400	
TOTAL	$19,930,590	
TOTAL COST	$23,537,300	

III SUMMARY OF ITEMS FOR I OR II

Bid Items	$20,905,100
Contingencies	836,200
R/W	120,000
Engr. (Design)	326,000
Engr. (Construct.)	450,000
Net. Int. Cost (To 6/30/65)	900,000
TOTAL COST	$23,537,300

IV TOTAL PROJECT COST

Contract No. 1	(As per details on Sheets 1 & 2)		$ 9,165,380
Contract No. 2	(As per details on Sheets 1 & 2)		10,482,683
Contract No. 3	(As per details on Sheets 1 & 2)		3,889,237
Contract No. 4	(Oregon Approach)		
	Structure	687,000	
	Grading & Paving	78,000	
	Toll House & Office	18,000	
		783,000	
	Contingencies(4%)	30,900	
	R/W	380,000	
	Engr.(Design)	16,000	
	Engr.(Construct.)	50,000	
			1,259,900
Contract No. 5	(Washington Approach)		
	Structure, Grading & Paving	$ 160,000	
	Engr. & Contengencies (12½%)	20,000	
			180,000
			$ 24,977,200

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ASTORIA BRIDGE

Contract No. 1 (DeLong Corp.)	Contract Amt.		$7,868,033
Contract No. 2 Desdemona Sands (Gerwick & Pomeroy)	Low Bid		3,777,140
Contract No. 3 SuperStructure (U. S. Steel)	Low Bid		10,121,862
		Sub-Total	$21,767,035
Interest			900,000
R/W Costs			120,000
Additional Authorization	Contract No. 1		5,500
Additional Authorization	Contract No. 2		5,000
Additional Authorization	Contract No. 3		-0-
			$22,797,535

Engineering 8%	Contract No. 1	$629,882.64
	Contract No. 2	302,571.20
	Contract No. 3	809,748.96
	Engineering Sub-Total	1,742,202.80
Contingencies 4½%	Contract No. 1	$ 354,308.99
	Contract No. 2	170,196.30
	Contract No. 3	455,483.79
	Contingencies Sub-Total	$ 979,989.08

TOTAL $25,519,726

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APR 17 1962
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April 11, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage, N.E.
Salem, Oregon

Dear Mr. Polk:

Re: Astoria Bridge
Bridge No. 7949

Please refer to your memorandum of March 8 regarding the Astoria Bridge which contains comments from your office and from the Washington office. The comments have been studied and we have the following comments to offer on the suggestions from the Bureau of Public Roads.

Special provisions have been revised to require the test loading of two piling. A prestressed concrete foundation pile will be test loaded in one of the piers from Pier 13 to Pier 20. An untreated timber foundation pile in pier group 166-166 will also be test loaded.

The comment is made from your Washington office that the Astoria approach has an excessive length on a 5.62% grade. The Astoria approach layout was determined from a balance between economy and the steepest grade which it was believed should be used. The topography of the terrain immediately south of Taylor Avenue also had a considerable bearing on the layout of the approach as this is in areas which have sustained slides in the past. The approach was lengthened to the south the greatest possible amount and still eliminate excavation into the existing hill. Your attention is called to the additional roadway width provided at the lower crossing of Taylor Avenue (Marine Drive) which widening begins at Station 329+93.93 P.A. and extends to the intersection with Taylor Avenue. For the amount of traffic involved it is believed that the approach will adequately serve.

Because of span lengths and wind pressures used in the design it was necessary to spread the trusses of the main channel spans to a distance of 45 feet center-to-center. It is conceded that it would be possible to widen the roadway to obtain a partial shoulder throughout the length of the main truss spans. Again, because of the low traffic volume which it is estimated this bridge will carry, any additional cost to obtain this partial shoulder width is not believed justified. Another

consideration would be the attendant danger of collision with the tapering curbs necessary to reduce the roadway to 28 feet, by a motorist unfamiliar with the roadway layout. The statement is made that approximately 140 pounds per foot of dead load could be eliminated by the use of light-weight concrete in curbs and parapets. Because of the small percentage of dead load involved compared to the total load of the bridge per foot, it is not believed that this would materially reduce the overall cost as light-weight concrete carries a premium cost of $8 to $10 per yard over hard rock concrete. Reducing the thickness of the concrete parapet rail from 10½" to 6" with a coping cap would save some weight, however, it would involve additional forming and would not, in our belief, be adequate for a guard rail. It is our belief that the heavier rail with the attendant greater mass is much more preferable to the thinner rail proposed.

In the preliminary studies for the Astoria Bridge, the Bridge Division of the Oregon State Highway Commission made many studies of truss types and details. In order to divide the work load between the State of Washington and the State of Oregon it was decided that the Bridge Division of the Washington Highway Department would design and detail all truss spans. In the design and detailing of the truss spans, consideration was given to the use of truss members fabricated by welding, and many members will be designed on this basis. However, some of the longer and more highly stressed compression members have been designed using plates and corner angles in riveted construction because of the increased radius of gyration of this type of member made possible by the additional area in the corner angles.

I believe this question has been discussed with Mr. Walker of your Olympia office, however, I am sending a copy of this letter to the Washington Highway Commission with the request that they verify the above statements as to member design and make up with their justification for the type selected.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

P. H. Stephenson
Asst. State Highway Engineer

IHM/wn
cc: Mr. George Stevens
Mr. Ivan D. Marchant

RECEIVED
MAR 10 1962
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For P.M. Stephenson

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 8, 1962

C. O. Polk, Division Engineer
OR-35.6 Salem, Oregon

Astoria Bridge

As discussed previously with members of your staff some questions have come up following a partial review of the preliminary plans for this structure. These will be set forth herein for the record and for your consideration.

Although we do not yet have the special provisions and therefore are not familiar with the specific pile requirements as now proposed we understand that no test loading of piles is anticipated. Since the pile loads you propose to use are much higher than those normally used on friction piles we recommend that these be verified by test loading. We realize that two test loads were made at this site recently; however, due to the circumstances and results obtained, we feel that additional test loading is called for. For a structure of this magnitude we believe the rather nominal cost of test loads are definitely warranted.

(1)

2 load tests on spread.

Several comments have been made by our Washington office and these are quoted below for your consideration.

(2)

"The approach grades to the main river crossing of 5.62 percent appears excessive in view of the great length of the steep sections, particularly the Oregon approach. The sustained down grade of 5.62 percent through the curved alignment all the way to Taylow Avenue could be dangerous in case of a brake failure of a southbound vehicle.

(3)

With reference to the cross section of the cantelever truss spans, the spacing of the trusses is 45' -0" which provides an unused width of roughly five feet on each side of the roadway. It appears to us that without appreciably increasing the dead load and at very little extra cost, these areas could be utilized as partial shoulders for a distance of almost 2,500 feet of this structure. Whether this suggestion is followed or not, we believe that the curb and parapet section should be

(4)

reduced in size to save weight. Assuming light weight concrete, it is possible to reduce the weight of the parapet and curb by about 140 lbs. per foot. The sidewalk and parapet thicknesses could both be reduced to about 6 inches with a 6" x 10-1/2" coping on the parapet to support the railing.

MORE

With reference to lightweight concrete aggregate, experience on recent projects have shown that although the aggregate would meet the A.S.T.M. Specifications, it did not produce satisfactory lightweight concrete. For your consideration, we are enclosing three copies of a "Proposed Specification for Lightweight Aggregate for Structural Concrete" prepared by our Physical Research Division. The proposed specifications will shortly be distributed in a circular memorandum form.

No truss details are shown except that the typical deck section would indicate that the truss members are built up of riveted rolled sections and plates. It is recommended that serious consideration be given to the possibility of the fabrication of the trusses by welding in which there is a potential saving that should not be ignored. We have the records of several notable bridges already completed which are designed and fabricated in this manner. The final quantities show with certainty that a saving in material of as much as 15 percent over riveted construction is readily obtainable. The above recommendation is applicable to all the trusses both through and deck, as well as the plate girder spans."

Attachment

RECEIVED
MAR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Bureau of Public Roads

February 20, 1962

Proposed Specification for

Lightweight Aggregates for Structural Concrete

Scope

1. This specification covers lightweight aggregates intended for use in structural concrete for bridge decks for which prime considerations of the concrete are lightness in weight, suitable compressive strength, durability, and constancy of volume.

General Characteristics

2. Two general types of lightweight aggregates are covered by this specification:

Aggregates prepared by expanding, calcining, or sintering products such as blast furnace slag, clay, shale, or slate. Other raw materials may be used if the aggregates prepared meet the requirements of this specification.

Aggregates prepared by crushing, screening, and cleaning natural lightweight materials such as pumice, scoria, or tuff.

Grading

3. (a) The grading shall conform to the requirements given in Table I.

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Table I - Grading Requirements for Lightweight Aggregate.

Size	Percentages by Weight Passing Sieves Having Square Openings								
	1 in.	3/4 in.	1/2 in.	3/8 in.	No. 4	No. 8	No.16	No. 50	No. 100
Fine aggregate:									
No. 4 to 0	----------	----------	----------	100	85 to 100	----------	40 to 80	10 to 35	5 to 20
Coarse aggregate:									
1 in. to 1/2 in.	95 to 100	----------	0 to 10	----------					
1 in. to No. 4	95 to 100	----------	85 to 60	----------	0 to 10	----------			
3/4 in. to No. 4	100	90 to 100	----------	20 to 60	0 to 10	----------			
1/2 in. to No. 4	----------	100	90 to 100	40 to 80	0 to 20	0 to 10	----------		
3/8 in. to No. 8	----------	----------	100	80 to 100	5 to 40	0 to 20	----------		
Combined fine and coarse aggregate:									
2 in. to 0	----------	100	95 to 100	----------	50 to 80	----------	----------	5 to 20	2 to 15
3/8 in. to 0	----------	----------	100	90 to 100	65 to 90	35 to 65	----------	10 to 25	5 to 15

FEB 8 1937

(b) Uniformity of grading.- Samples of fine and coarse aggregate, or of combined aggregate if prepared for use in that manner, representing the normal product of the plant shall be furnished by the producer for acceptance tests. Other samples shall be taken from shipments at intervals stipulated by the engineer. If the fineness modulus of the aggregate in any shipment differs by more than 7 percent from that of the sample submitted for acceptance tests, the aggregate in the shipment may be rejected.

Unit Weight

4. (a) The unit weight of lightweight aggregates shall not exceed the requirements given in Table II.

Table II - Unit weight requirements.

Size	Dry loose weight, max., lb. per cu. ft.
Fine aggregate	70
Coarse aggregate	55
Combined fine and coarse aggregate	65

(b) Uniformity of weight. - If the unit weight of any shipment of lightweight aggregate differs by more than 10 percent from that of the sample submitted for acceptance tests, the aggregate in the shipment may be rejected.

Deleterious Substances

5. (a) Organic Impurities. - When subjected to the test for organic impurities, lightweight fine aggregates or combined aggregates producing a color darker than standard shall be rejected unless it can be demonstrated that the discoloration is due to material not harmful to concrete prepared with the aggregates.

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(b) Durability. - The loss of lightweight fine or coarse aggregate in 5 cycles of the accelerated soundness test shall not be greater than 8 percent if sodium sulfate is used, or 10 percent if magnesium sulfate is used. In lieu of this sulfate soundness test, a freezing and thawing test may be made on concrete prepared with the aggregates. The mix design shall be as directed by the engineer. Concrete having a cement factor of 6.0, 7.0, or 8.0 bags per cu. yd. shall, after 300 cycles of freezing and thawing, have a durability factor of at least 75, 80, or 85, respectively. Intermediate values may be obtained by interpolation.

Concrete-Making Properties

6. Concrete specimens prepared with lightweight aggregates shall have the following properties or meet the following requirements:

(a) Compressive Strength and Unit Weight. - Concrete cylinders, 6 in. in diameter by 12 in. high, prepared with plastic concrete having unit weights not exceeding those given in Table III, shall at an age of 28 days have at least the minimum compressive strengths and not more than the maximum dry unit weights shown. The strengths and dry unit weights shall be averages for groups of at least 3 cylinders. The plastic concrete shall contain 6 to 9 percent of entrapped and purposefully entrained air.

Table III - Compressive Strength and Unit Weights of Concrete.

Plastic, max. lb. per cu. ft.	Dry, max., lb. per cu. ft.	Compressive strength 28 days, min., psi
120	115	4000
115	110	3000

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(b) Drying Shrinkage. - The drying shrinkage of concrete specimens prepared and tested in accordance with the provisions of Section 8(d) shall not exceed 0.07 percent.

7. Lightweight aggregates shall be sampled and tested by the following methods:

(a) Sampling. - AASHO Method T 2 (ASTM Method D 75).

(b) Grading. - AASHO Method T 27, except that the weight of the test sample of fine aggregate shall be as given in Table IV, and the test sample for coarse aggregate shall have a bulk volume of at least 0.1 cu. ft.

Table IV - Weight of Test Sample for Fine Aggregate.

Nominal weight of aggregate lb. per cu. ft.	Weight of test sample, g.
35 to 45	200
45 to 55	250
55 to 65	300
65 to 70	350

(c) Unit Weight. - AASHO Method T 19 (ASTM Method C 29) using the shoveling procedure for the loose weight determinations with the aggregate in an oven-dry condition.

(d) Organic Impurities. - AASHO Method T 21 (ASTM Method C 40).

(e) Fineness Modulus. - ASTM Definition C 125.

(f) Soundness. - AASHO Method T 104.

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Methods of Testing for Concrete-Making Properties

8. The concrete-making properties of lightweight aggregates shall be determined by the following methods, using the same ratio of fine to coarse aggregate as is proposed for use in construction. At least three specimens shall be used for each type of test.

(a) Compressive Strength. - Specimens shall be tested following AASHO Method T 22 (ASTM Method C 39). Specimens shall be made as described in AASHO Method T 126 (ASTM Method C 192) except as follows:

At the age of 7 days, the specimens shall be removed from the moist room and stored in room air at 73.4 ± 2° F. with a relative humidity of 50 ± 5 percent to an age of 28 days.

(b) Unit Weight of Plastic Concrete. - AASHO Method T 121 (ASTM Method C 138).

(c) Unit Weight of Hardened Concrete. - Using cylinders molded and cured as in Paragraph (a), determine the weight of the cylinders as cured, then completely immerse the cylinders in water at 70 to 75° F. for 24 hrs.; determine the weight in water at 70 to 75° F. and the saturated, surface-dry weight of each cylinder. The weight of the concrete shall be calculated as follows:

$$\text{Weight per cubic foot} = \frac{A \times 62.4}{B - C}$$

where A = weight of cylinder at 28 days as cured,

B = saturated, surface-dry weight of cylinder, and

C = weight of cylinder immersed in water.

(d) Shrinkage of Concrete. - AASHO Method T 160 (ASTM Method C 157) except as follows:

(1) Prepare the concrete mix using one part of portland cement to six parts of combined aggregates, measured by dry loose volume. Adjust the water content to obtain a slump of 2 to 3 inches. Mold the concrete in steel molds 3 by 3 by 11½ inches in size. Vibration shall not be used to consolidate the concrete, but the exposed surface of each specimen shall be steel-troweled.

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(2) Cure the specimens to an age of 7 days following the procedure given in Paragraph (a). At that age, remove the specimens from the moist room, measure for length, and store in a curing cabinet maintained at 100 ± 2° F. with a relative humidity of 32 ± 2 percent.

(3) After storage in the curing cabinet for 28 days, determine the change in length of each specimen to the nearest 0.001 percent of the effective gage length. Report the average change in length as the drying shrinkage of the concrete.

(c) Freezing and Thawing. - When required, freezing and thawing tests shall be made on concrete specimens frozen and thawed as described in ASTM Method C 291 (rapid freezing in air and thawing in water). The results shall be expressed as the durability factor of the concrete.

LEB 8 1965

FORM E-123-X 50M 6-61

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Dear Sir:

Re: Astoria Bridge
Bridge No. 7949

For the last 30 years the bridge across the Columbia River connecting Highway 101 at Astoria on the Oregon side and Megler on the Washington side has been under consideration. At the present time, plans are being made to build this bridge.

It is the plan to construct this bridge with a 28-foot clear roadway with 1'6" safety curbs; the handrails being of the parapet type with a single or double aluminum pipe rail mounted on the parapet. The double rail will be used on the sections of the bridge which are at some height above the water, and the single pipe rail will be used on the sections which are at a lower elevation such as the two-mile section over the Sands of Desdemona.

From Plate A you will note that several types of spans are to be utilized in the structure; these being (beginning at the north end or Washington State side) approximately 225' of reinforced concrete approach spans, 7 structural steel through truss spans, 8 structural steel plate girder spans. The next 11,200' of bridge consists of precast prestressed concrete beam spans of about 80' in length; then 4 structural steel plate girder spans, 4 structural steel deck truss spans; then over the south channel, a 3-span continuous structural steel truss; the center span being 1,232' center-to-center of piers, allowing for a 1070' clear horizontal channel with a vertical clearance 198' at the center, and 186' at the piers from MHW. These spans are followed by a structural steel deck truss, 3 spans of reinforced concrete box girder construction, and approximately 1467' of reinforced concrete approaches. This makes the total length of the main part of the bridge about 20,076'.

Plate B is the foundation data sheet and shows the location and foundation material of the test holes. This is supplemented by a report by W. C. Hill, Foundation Engineer, which accompanies this letter.

Plate C shows the typical design of Piers 6 through 12. This is an alternate to the design shown on Plate D. These piers are typical of all the piers with the exception of 168, 169, 170, and 171; the type of which is shown on Plate G.

Plate E shows a typical cross section through the structural steel plate girder spans.

Plate F shows the typical cross section through the reinforced concrete precast prestressed beam spans between Piers Nos. 20 and 160. Further study is being made to determine the most economical type of precast members.

Plate H gives a typical deck section on the continuous cantilever truss spans.

Plate I, entitled "Details of Spans 172 and 174" shows typical deck sections through the reinforced concrete box girder spans.

Plate J, being the detail drawing for Pier No. 172, is typical of piers on the Oregon shore supporting the box girder and approach spans.

Plate K is the detail drawing of the concrete test pile frame indicating the method which was used in determining pile loads. More information regarding this is included in the Foundation Report.

Plate L is the plan of the proposed Astoria Bridge approach ramp on the Oregon end of the bridge.

The clearance for the north and south channels have already been cleared with the War Department, and a Permit for Construction has been issued.

The estimated traffic count for this bridge is 350 ADT at the present time via ferries, and is estimated to increase to 1100 ADT in 1980.

It is planned to call for bids for the construction of this bridge in four units; the first unit will be Piers 5-20, inclusive, 160-175, inclusive; plus the reinforced concrete box girder spans at the south end of the south channel. Bids for this unit will be received in April 1962. The second unit will consist of the viaduct over the Sands of Desdemona, and bids for this unit will be called for about December 1962. The third unit, which consists of all of the structural steel spans, will be let about February 1963. The fourth unit, which are the approaches, will be let about March 1963. It is planned to so arrange these lettings so as to complete this bridge on about April of 1965.

The present estimated cost of the structure is $23,500,000.

We are attaching four copies each of Plates A through L, inclusive, four copies of the report on a "Proposed Bridge across the Columbia River" which was made for the 1959 Legislative Assemblies of Oregon and Washington, one copy

of the Foundation Report by W. C. Hill, Foundation Engineer, four copies of Dames & Moore, entitled "Foundation Design Studies for Pier No. 169".

These attachments, along with this letter, constitute our preliminary submission for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR/mm
Attached

cc: Mr. G. S. Paxson
Mr. L. L. Wallace

copy

Columbia River Bridge, Astoria
January 10, 1962

The recent sebling of $12 million dollars worth of bonds, for the construction of the 4.1 mile Columbia River Bridge makes this long-hoped-for crossing an accomplishment of the near future. To predict the exact date upon which the successful bidder will start construction is impossible at this time. However, if there are no unforeseen delays, bids for the first construction contract will be received on April 11 of this year.

A public hearing regarding the location of the Astoria Approach will be held in the near future. With acceptance of the exact location by the townspeople of Astoria, and approval by the Highway Commission, right-of-way negotiations and acquisitions will commence. War Department approval of the vertical and horizontal clearances has already been secured and a Public Utilities Commission hearing for the overhead crossing of the S. P. & S. railroad tracks has been applied for.

In addition to the general considerations outlined above, there is also the work of designing and delineating the structural plans. An indication of the loads that can be safely carried by the foundations has been gained through the extensive drilling and sampling of the materials underlying the river that has been carried on at the site during the past few months. The samples have been analyzed at our materials testing lab in Salem and the results used in the design calculations. A delay of approximately 60 days in starting the foundation exploration occurred when bids were called for twice without a contract being awarded. It is expected that the land foundation exploration work on the Astoria Approach being done by State forces will be completed this month.

As a check on the foundation exploration, two concrete prestressed test piling have been driven and loaded to determine the safe carrying capacity of the underlying materials.

The test pile platform which is visible in the center of the river in the Desdemona Sands area will serve as a triangulation station for the construction survey work, which will be necessary for the actual location of the piers. A considerable amount of survey work has been done to date. Special high-powered survey instruments were used for measuring the distance across the river. A triple check was made using the theodolite, the electrotape and the geodometer and the distance has been determined to within two tenths of a foot. A fathometer was used to locate the dppth of the streambed for a two hundred foot width across the river. This information was necessary in order to found the piers at the correct elevation. (An underwater telephone cable which lay across the projected center line of the bridge has been relocated.

Many hours have been spent in research into the wind loads and stream flow forces for which this bridge is designed. Wind gusts of 183 mph at the highest part of the structure and stream velocities of 9 fps upon the foundations can be safely carried by the structure. This wind velocity would represent a storm of a possible two hundred year frequency.

Through legislation passed by the legislatures of Oregon and Washington, the project is divided into three main parts, i.e. the Washington Approach, the main spans, and the Oregon Approach. The Washington approach is presently being designed by the Washington Highway Department and extends approximately 225 feet from the center line of U.S. Highway 101 toward the river.

Twenty thousand seventy six feet two inches (20,076' 2") is the overall length of the main part of the bridge. The individual span lengths vary from 80 feet (the Desdemona Sands Viaduct spans) to the 1,232-foot steel span over the main ship channel. Different types of construction and structural materials are used dependent upon the height of the structure above the river, depth of water, alignment, and foundation conditions. For many parts of the structure, alternate designs have been prepared to insure the use of the most economical type of construction.

Near the Washington shore the streambed is, in places, 70 feet below M.S.L. The foundations for the 354-foot long steel trusses have been planned with alternate designs, one of which has an outer shell cast on shore and then barged to the pier location. This ring is then positioned about a group of previously driven pre-stressed concrete piles, and then filled with poured concrete. The other design for this group of piers is the conventional cofferdam type of construction. These alternate designs have been prepared for all of the river piers which could be adapted to either type of design.

Between the deep water near the Washington shore and the main ship channel near the Oregon shore, the bridge consists of a low viaduct, which utilizes precast, prestressed concrete beam spans anchored together with a continuous concrete deck and reinforcing steel for stability and to more efficiently carry the vehicle loads. This viaduct will be supported by large prestressed hollow cylinder piles which will be driven to grade and then filled with concrete.

The main ship channel spans are being designed so as to make use of the most recent developments in steel materials. Steels which have stress carrying capacities 2½ times greater than those more commonly used will be incorporated into the design. A number of months will be required for fabrication of the structural steel before shipment to the site can commence. The highest steel on the bridge will be some 360 feet above the water and motorists will be 200 feet above sea level at the crown of the main span. The navigation lights and pier fender system will serve as a protection for both the structure and navigation.

Near the point where the structure crosses the Oregon shore, a gradual curve toward the west begins. For the sharpest part of this curve a series of 3 - 135-foot reinforced concrete curved box girder spans have been designed to provide the utmost lateral stability. As the bridge descends toward Marine Drive the roadway is widened from the normal 28-foot width to provide for a toll booth center island located 170 feet from the center line of Marine Drive.

At the present time, the planning calls for five separate contracts, i.e. the Washington approach, the main span piers, main span superstructure, Desdemona Viaduct, and the Oregon approach. As previously mentioned, the target date for the first contract is April 11. This will consist of 32 complete piers and the three reinforced concrete box girder spans. Near the end of 1962 or early in 1963 the superstructure steel contract will be let, with the Oregon approach work also scheduled to start later this year. The Desdemona Sands Viaduct will be contracted early in 1963. Construction is scheduled to be complete and the bridge opened to traffic early in 1965.

COLUMBIA RIVER CROSSING

ASTORIA BRIDGE

OREGON BR. NO. 7949

FOUNDATION SUMMARY

Scope

This report will discuss the foundation materials upon which the Astoria Bridge crossing the Columbia River will rest. There are three distinct materials encountered with some very sharp distinctions at the north end and very gradual transitions near the south or Oregon end. Types of pier foundations and foundation supports are discussed.

General Foundation Material

The north (Washington State) end of the bridge will rest on a brecciated basalt, seamed and fractured into rather massive blocks and offering excellent support for bridge piers No. 1 to 5. This seamed igneous rock slopes steeply into the river and passes well below the pile tip elevation for Pier No. 6 at Station 121+74.0.

Beyond this extending the Oregon shore is a river alluvial sand deposit of deep but unknown depth. The gradation of the river sands is varied, as is common to slow moving river deposits. These gradation ranges from non-plastic silt loams to fine to medium sands laid down in definite layers and lenses of very irregular extent and size.

Generally from Pier No. 6, Sta. 121+74 to Pier No. 168, Sta. 287+14, the foundation material is predominately fine sands, providing good support for the piers and foundation piles.

A relatively shallow, ranging from 33 to 71 feet thick, depth of fine sands, lies above a deep layer of silt loams and fine sands, ranging from 82 to 140 feet thick, resting on a bottom of dense clay, and basalt boulders and fragments at Pier No. 169, Sta. 293+33. The bottom clay layer is dense and offers excellent support for piling.

Deeply weathered silt-stone to soft shale, known as Astoria formation forms the foundation of Pier No. 170, Sta. 305+65. This will provide excellent support for piling.

The south end of the structure, on the Oregon shore, is underlaid with the Astoria formation, composed of firm sediments compressed to silt stone and soft sandstone layers. This will provide excellent support for piling and spread footings where the material can be economically contacted.

Detailed borings and laboratory sampling as indicated on sheet No. were made to determine the engineering properties of the foundation materials.

In addition to this a pile loading text was made on two prestressed, precast concrete piles near Sta. 227 to estimate the load bearing capacity of the river sands for concrete piles, and caisson-type concrete piers. These data have been reported in graphic and narrative form.

The boring logs and grain-size accumulation curves are attached.

Foundation Types

Spread Footings

Two piers, Nos. 5 and 175, may be founded on spread footings set into the brecciated basalt at Pier No. 5 and firm silt stone, shale and sandstone at Pier No. 175.

Piling Support

A. Prestressed Concrete

Piers 6 to 20, 16 to 163, and 171 may be supported by 14" prestressed concrete piles of varying depths, jetted and driven into the river sands.

A tabular list of these lengths is attached.

B. Timber Piling

Untreated timber piling may be used for Piers 164 to 168. These well jetted and driven into the river sands to depths shown on the attached table.

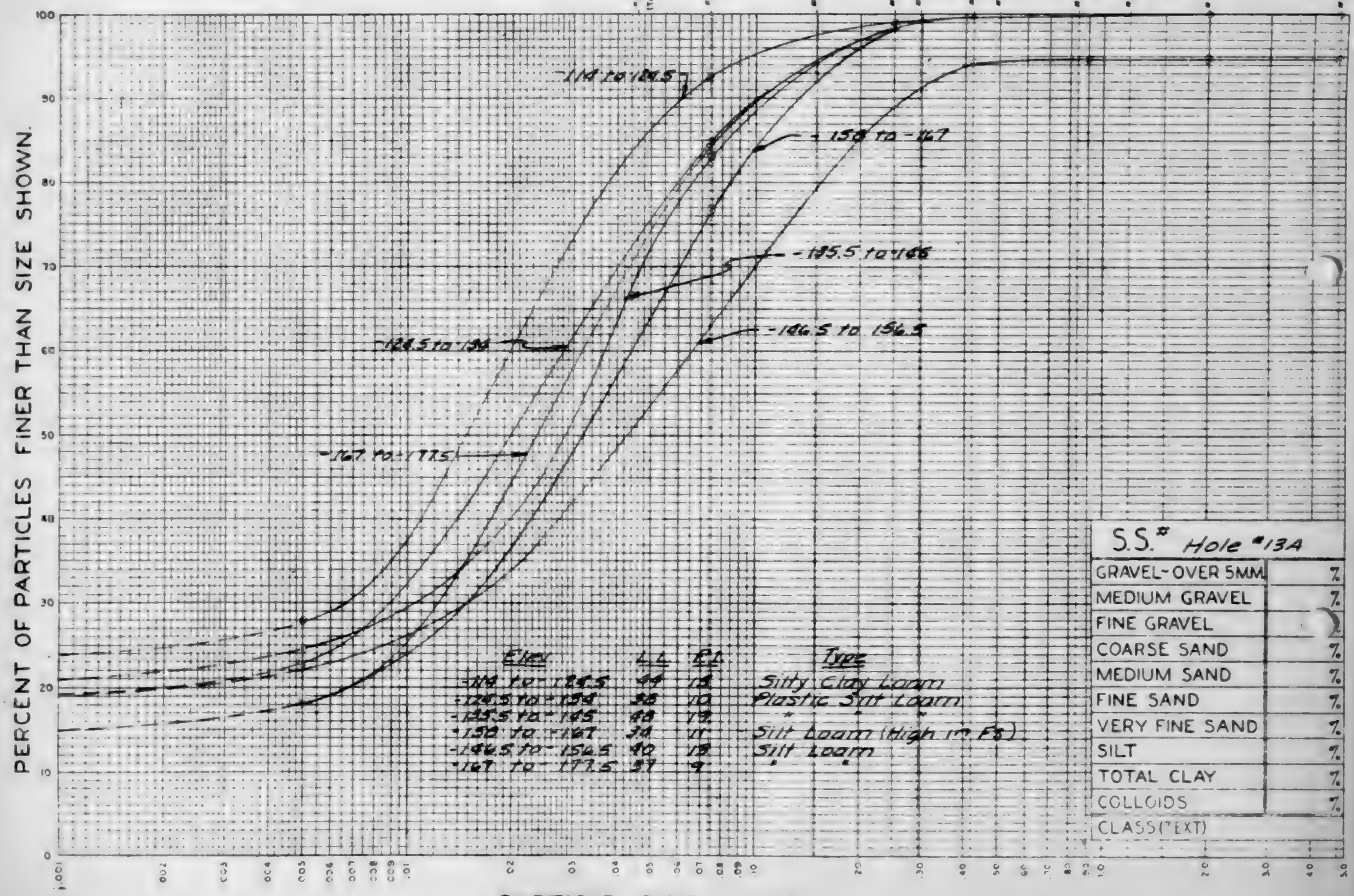
C. Steel Piling

Steel piling of the 14 BP 42 size may be used to found the two main channel crossing piers Nos. 169 and 170 on the underlying firm clays and silt stones. The lengths will vary within the range shown in the attached table. Piers Nos. 172 to 174 may also be supported on steel piling (10 BP 42) driven into the silt stone and shales of the Astoria formation.

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949

U.S. SIEVE SIZES



Elev.	LL	PI	Type
-114 to -126.5	44	18	Silty Clay Loam
-126.5 to -138	38	10	Plastic Silt Loam
-185.5 to -206	48	17	" "
-150 to -167	34	11	Silt Loam (High in FS)
-146.5 to -156.5	40	18	Silt Loam
-167 to -177.5	37	9	" "

S.S.# Hole #13A

GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	%
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949
Sta 226+06

U.S. SIEVE SIZES

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

Elev	LL	PI	Type
-21'	28	0	Fine Sand
-41'	30	0	Fine Sand
-47'	29	0	Fine Sand
-60'	27	0	Fine Sand
-71'	27	0	Fine Sand
-77'	27	0	Fine Sand
-81'	29	0	Fine Sand
-98'	27	0	Fine Sand
-100' to -118'	27	0	Fine Sand

Elev -47'
Elev -71'
Elev -41'
Elev -81'
Elev -100' to 118'
Elev -77'
Elev -60'
Elev -98'
Elev -21'

S.S.# Hole #11

GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

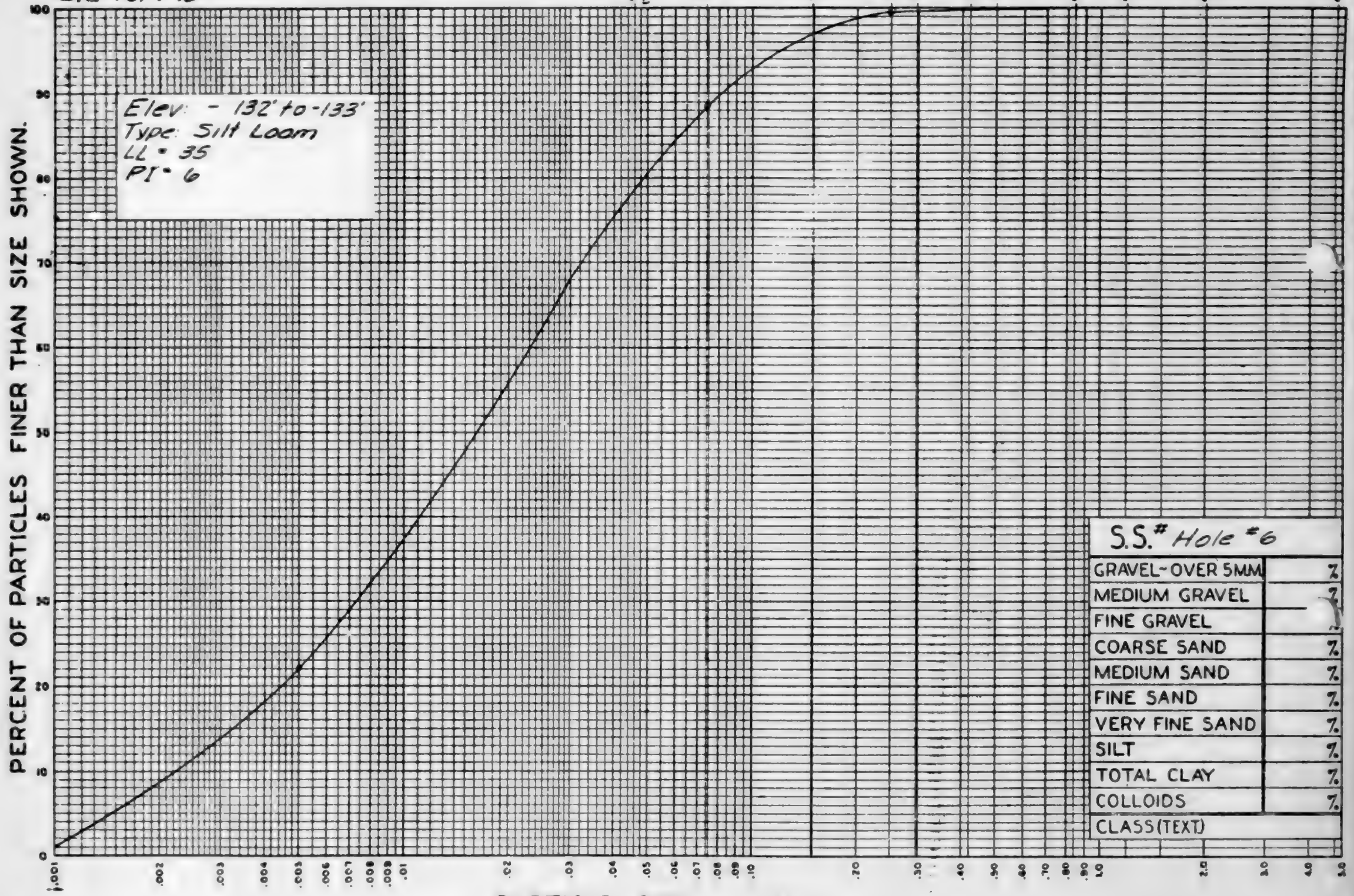
PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge * 7949
Sta 121 + 73

U.S. SIEVE SIZES



PARTICLE SIZE ~ MM.

S.S.# Hole #6	
GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	%
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND				GRAVEL	
		VERY FINE .05 ~ .10	FINE .10 ~ .25	MEDIUM .25 ~ .50	COARSE .50 ~ 1.0	FINE 1.0 ~ 2.0	MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949
Sta 125 + 28 (Pier #7)

U.S. SIEVE SIZES

Elev	L.L.	P.I.	Type
-106' to -122'	18	0	Fine Sandy-Loamy Fine Sand
-182' to -184'	30	5	Silt Loam

Elev -106' to -122'

Elev -182' to -184'

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

S.S.# Hole #7	
GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949
Sta 128+82

U.S. SIEVE SIZES

Elev	LL	PI	Type
-67'	25	0	Fine Sand
-85' to -89'	26	0	Fine Sand
-101' to -111'	26	0	Fine Sand
-118' to -123'	31	0	Fine Sand
-163' to -166'	23	0	Loamy Fine Sand - Fine Sandy Loam

Elev -101' to -111'
Elev -67'
Elev -118' to -123'
Elev -85' to -89'
Elev -163' to -166'

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

PARTICLE SIZE ~ MM.

S.S.# Hole #8	
GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949
Sta 150+00

U.S. SIEVE SIZES

Elev	LL	PI	Type
-48'	27	0	Fine Sand
-59'	30	0	Fine Sand
-66' to -70'	27	0	Fine-Medium Sand
-80' to -84'	28	0	Fine Sand
-90' to -95'	27	0	Fine Sand
-106'	28	0	Fine Sand
-133'	27	0	Fine Sand
-148'	27	0	Fine Sand

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

Elev -48'
Elev -59'
Elev -133'
Elev -66' to -70
Elev -80' to -84
Elev -90' to -95
Elev -106'
Elev -148'

S.S.# Hole #9

GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	%
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS(TEXT)	

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949
Sta 187 + 00

U.S. SIEVE SIZES

Elev	LL	PI	Type
-45'	28	0	Fine-Medium Sand
-56'	29	0	Fine Sand
-69'	28	0	Fine Sand
-85' to -96'	27	0	Fine Sand
-110' to -115'	29	0	Fine Sand

Elev - 45'
Elev - 56'
Elev. -110' to -115'
Elev - 85' to -96'
Elev - 69'

S.S.# Hole #10	
GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS(TEXT)	

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7929
Sta 270 + 12

U.S. SIEVE SIZES

Elev	LL	P.I.	Type
-22'	27	0	Fine Sand
-39'	32	0	Fine Sand
-59'	30	0	Loamy Fine Sand - F.S.
-74'	29	0	Loamy Fine Sand
-98'	26	0	Fine Sand

Elev -22'
Elev -39'
Elev -59'
Elev -74'
Elev -98'

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

S.S.# Hole #12	
GRAVEL - OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge 1949

Sta 293 + 33

U.S. SIEVE SIZES

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

Elev -203' to -211'

Elev -206' to -207'

Elev -197' to -200'

Elev -224 to -224

Elev -217' to -222

Elev -261 to -265

Elev. -182' to -185'

Elev -255 to -257

Elev -233 to -236

S.S.# Hole #13	
GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS(TEXT)	

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7947
Pier No. 168

U.S. SIEVE SIZES

Fig	LL	PL	Type
-56	43	13	Silty Clay Loam
-65	25	0	Loamy Fine Sand
-70	28	0	Loamy Fine Sand
-90	22	0	Loamy Fine Sand
-105	21	0	Loamy Fine Sand
-117	22	0	Loamy Fine Sand
-132	34	0	Loamy Fine Sand
-152	35	7	Silt Loam
-166	29	0	Loamy Fine Sand
-184	25	0	Silt Loam

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

PARTICLE SIZE ~ MM.

S.S.# Hole # 4

GRAVEL~OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
GLASS(TEXT)	

TOTAL CLAY ~ LESS THAN .005
COLLOIDS LESS THAN .001

SILT	SAND				GRAVEL	
	VERY FINE	FINE	MEDIUM	COARSE	FINE	MEDIUM
.005 ~ .05	.05 ~ .10	.10 ~ .25	.25 ~ .50	.50 ~ 1.0	1.0 ~ 2.0	2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge #7949
Pier No. 168

U.S. SIEVE SIZES

File	LL	PI	Type
-56	43	13	Silty Clay Loam
-65	23	0	Loamy Fine Sand
-70	20	0	Loamy Fine Sand
-90	22	0	Loamy Fine Sand
-105	21	0	Loamy Fine Sand
-117	22	0	Loamy Fine Sand
-121	24	0	Loamy Fine Sand
-132	35	7	Silt Loam
-166	29	0	Loamy Fine Sand
-184	25	0	Silt Loam

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

100 90 80 70 60 50 40 30 20 10 0

.001 .002 .003 .004 .005 .006 .007 .008 .009 .01 .02 .03 .04 .05 .06 .07 .08 .09 .10 .20 .30 .40 .50 .60 .70 .80 .90 1.0 2.0 3.0 4.0

PARTICLE SIZE ~ MM.

-56 -65 -70 -90 -105 -117 -121 -132 -166 -184

S.S.# Hole #4

GRAVEL~OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Pier 169

Astoria Bridge #7949
Sta 293+33

U.S. SIEVE SIZES

Elev	L.L.	P.I.	Type
-182' to -185'	46	14	Silt Loam
-197' to -200'	42	16	Plastic Silt Loam
-206' to -207'	39	11	Plastic Silt Loam
-208' to -211'	46	18	Silt Loam
-217' to -222'	30	5	Silt Loam
-224' to -229	79	54	Clay
-233' to -236'	29	7	Stoney Sandy Loam
-255' to -257'	37	17	Stoney Loam
-261' to -265'	33	18	Stoney Loam - Clay Loam

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

S.S.# Hole #13	
GRAVEL-OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	%
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005 / COLLOIDS LESS THAN .001	SILT .005 ~ .05	SAND: VERY FINE .05 ~ .10	SAND: FINE .10 ~ .25	SAND: MEDIUM .25 ~ .50	SAND: COARSE .50 ~ 1.0	GRAVEL: FINE 1.0 ~ 2.0	GRAVEL: MEDIUM 2.0 ~ 5.0

GRAIN SIZE ACCUMULATION CURVE

Astoria Bridge No 1949
Pier No 170

U.S. SIEVE SIZES

-140 Elc

L.L. = 48
P.I. = 25

Silty Clay Loam

S.S. # Hole # 2

GRAVEL - OVER 5MM	%
MEDIUM GRAVEL	%
FINE GRAVEL	%
COARSE SAND	%
MEDIUM SAND	%
FINE SAND	%
VERY FINE SAND	%
SILT	%
TOTAL CLAY	%
COLLOIDS	%
CLASS (TEXT)	

PERCENT OF PARTICLES FINER THAN SIZE SHOWN.

PARTICLE SIZE ~ MM.

TOTAL CLAY ~ LESS THAN .005	SILT	SAND				GRAVEL	
COLLOIDS LESS THAN .001	.005 ~ .05	VERY FINE .05 ~ .10	FINE .10 ~ .25	MEDIUM .25 ~ .50	COARSE .50 ~ 1.0	FINE 1.0 ~ 2.0	MEDIUM 2.0 ~ 5.0

RECEIVED
APR 17 1962
FOR FILING

F-003-1(11)
6268

Salem, Oregon
April 10, 1962

Astoria Bridge

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

On this date I contacted Mr. French of the Bureau of Public Roads and asked if both Oregon and Washington had to maintain the same federal-aid ratio on the Astoria bridge. I also asked if it would be necessary to place the whole project in Stage II at this time or if it could be done on a contract by contract basis.

Mr. French phoned Washington D. C. and advises as follows: Oregon and Washington are not required to maintain the same matching ratio and one state may increase theirs to any desired amount while the other still holds theirs at one percent. Also it is not necessary to place the entire project in Stage II immediately but it can be done on a contract by contract basis.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Jack Nash

F-(03-1)(6)
(224)

April 9, 1962

Mr. W. P. Garrett
Right of Way and Tax Agent
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

This will acknowledge receipt of and thank you for the permit of entry, dated April 5, on your right of way at Astoria for the construction of the cofferdam for a pier of the Astoria Columbia River Bridge.

We would like to get the final agreement signed as soon as practicable and I would appreciate advice from you as to whether any more data is needed from this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPrma

cc Mr. E. F. Hoy

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. I. D. Merchant

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

April 5, 1962
File: 375

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engr.

Dear Sir:

Having reference to Railway Company Chief Engineer H. F. Moy's letter of March 21, 1962 to you relative to matter of encroachments upon Railway Company property in Astoria for the south approach to the proposed Columbia River Bridge.

Mr. Moy now informs me that you are somewhat anxious to progress your construction work, particularly as it affects Parcel No. 2, which was for a temporary easement for the duration of project for excavation for footing over or on the following described parcel, to wit:

> A parcel of land lying in Section 7, Township 8 North, Range 9 West, W. M., Clatsop County, Oregon; the said parcel being a strip of land extending from the Easterly line of Parcel No. 1 to a line at right angles to the center line of the S.P.& S. Railroad at Engineer's Station 23+50, said strip of land being 10 feet in width lying between lines which are parallel to and 15 feet Northwesterly and 25 feet Northwesterly of said center line.

You may consider this letter as granting right of entry upon said parcel of land owned by the Spokane, Portland and Seattle Railway Company in order that you may

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

proceed with the placing of the cofferdam necessary in the construction of your proposed pier at this location. It is understood that the right of entry herein granted will be subject to all terms and conditions of a pending formal agreement to be executed by and between the Railway Company and the State. Said agreement to also cover work to be done by the State on parcels designated as No. 1 and No. 3, which have been the subject of previous correspondence between you and Mr. Moy. As to Parcel No. 2, when starting work on your project, please have your representative contact Railway Company section foreman Davis at Astoria.

Yours very truly,

W P Garrett

Right of Way and Tax Agent

WPG/daj

cc Mr. H. F. Moy

RECEIVED
APR 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1962
FOR FILING
F-003-1(7)
6268

April 4, 1962

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Olympia, Washington

Dear Sir:

In connection with the concurrent Federal Aid programming of the jointly-financed Astoria Bridge, we are enclosing six copies of Oregon PR-1 form, Urban Program Item 124 for your use in preparing the Washington PR-1 form for similar program submission to the Bureau of Public Roads.

This form has been prepared to conform with the decision of the Bureau of Public Roads to permit token-financing by current Federal funds and replaces the Oregon Bond-Financed Project Program Item 113 submitted to them previously, but not approved.

While the information in the enclosed documents is similar to that contained in the copies of Bond-Financed Program Item 113, submitted to you on March 2, 1962, except for the Federal Funds setup, we feel they may be of some value to you in your programming of the project.

We will be very pleased to furnish any additional information to you which we may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Asst. State Highway Engineer

JWN:lt
Enc.

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APR 6 1962
FOR FILING

F-001-1 (1)

Salem, Oregon
April 2, 1962

Astoria-Megler Bridge
Federal-aid Financing

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

After talking to Mr. Kenyon, Washington State Highway Department, and Mr. Polk, Bureau of Public Roads, it appears that the following general approach to securing federal-aid programming on the Astoria Bridge be followed: As the project is situated within the two states, we tentatively prorated 70 percent to Oregon and 30 percent to Washington. This ratio may be somewhat in error but it can be adjusted as the exact data has been developed. It is planned to program the piers in Stage II in the first instance and to program the remaining project in Stage I. This will be converted to Stage II programming as various increments are ready for contracting. As you are aware, this will be a one percent token financed federal-aid project. Assuming that the total bridge will cost $22,000,000, it means that $220,000 of currently available federal-aid funds will be obligated. Of this $154,000 will be Oregon monies and $66,000 Washington monies.

Assuming that our first contract, the construction of the piers will cost $7,500,000, $75,000 will be obligated at this time. Of this $52,500 will be Oregon's portion and $22,500 Washington's.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

RECEIVED
APR 6 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria
March 29, '62

SUBJECT: Columbia River Bridge at Astoria
Br. no. 7949
Plumbing shop- type bldg.

To: Mr. I. D. Merchant
Bridge Engineer
State Highway Bldg.
Salem

Pursuant to your letter of March 26, I inspected the building under consideration for possible over building by the Columbia river bridge. The building shows no distress structurally and appears to be in good condition except for the leaky roof and the water which stands one-half inch deep in the basement. The water in the basement seems to come in from beneath the basement floor by seeping between the floor and the foundation wall and by seepage through the foundation wall along the street side of the building (about four places near the basement floor). The elevator well in the basement floor is full of water. The leak in the roof is the type which starts two days after the rain begins and continues untill three days after the rain ceases. The ceiling in the showroom is plastered and the leaks have caused the plaster to fall or loosen in several places. The roof system is all wood and the tennant says it shows no sign of rot.

I was able to acquire a set of plans for the building from the tennant and am enclosing same for your inspection. The building appears to have been built in accord with the plans except for minor revisions of the partition walls and the bricking up of the largge window at the frontof the right side wall. Please return the plans as soom as possible as the tennant desires them back.

Also enclosed are two photographs of the building. One is a general front view while the other shows the rear view of the building from adjacent higher property. The red inked line on the rear view shows the approximate centerline of the bridge. The wooden shed behind the building is used for pipe storage, etc., and the low building adjacent (to the right in the rear view photo) is a cleaning and pressing shop.

It appears that the proximity of the bridge centerline to the building could result in minor structural damage to the building due to foundation and false pile driving operations.

Accomodation of the footing corner in the outside stair well at the rear of the building can be made by elimination of the well which has not been used since the inside stairs were installed at the location of the smoke room.

I. D. Merchant 2
3/29/62

The tennant told me he would be most happy if the building were left in place as he is anxious to stay in his present location. However, he was of the opinion that the owner would rather sell the building to the State. The tennant is a Mr. Hiram Johnson and the owner is Mr. Russel Perry.

R W. Ellison

R. W. Ellison
Resident Bridge Engineer

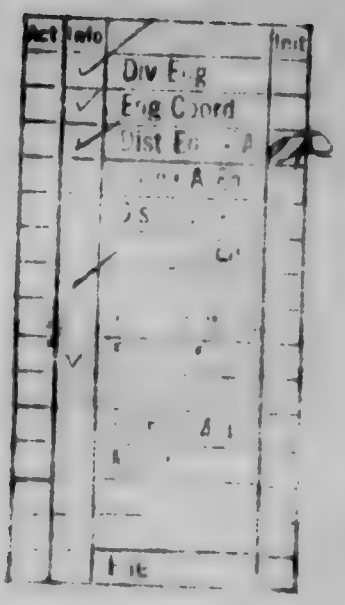
cc J. D. Walker
P. M. Stephenson

RECEIVED
MAR 3 0 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. Stephenson

RECEIVED
FOR FILING
F-603-1 (16)
626

Polk



AXXXXXXX-072F

XXXXXRXX-073F

WYB053-PD WAS 28 C-DL

WASHINGTON DC 3-29-62 1415R

CAMERON ASST REGIONAL ENGINEER BUR OF PUBLIC RDS

PORTLAND OREGON

DUE TO UNUSUAL NATURE AUTORIA PLACE PROGRAMING SUBMIT ALL PROGRAM PAPERS TO OFFICE OF ENGINEER WASHINGTON FOR APPROVAL BEFORE AUTHORIZING STATE TO ADVERTISE. IN ORDER TO EXPEDITE SUGGEST CONTACT STATE TO DETERMINE PROPOSED ADVERTISING DATE AND EXERT EVERY EFFORT THERE AND HERE TO AVOID FURTHER DELAY

FRENCH BUR OF PUBLIC RDS

ES 1418R

NOTED
R. L. PORTER

RECEIVED
MAR 29 1962
FORM E-20 50M 7-60 29395
FOR FILING
Court
Bridges
Interstate
Astoria

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1962

To: MEMO TO FILE

SUBJECT: Telephone conversation with Rex M. Whitton re Astoria Bridge

At 2:15 p.m. this date, Mr. Rex M. Whitton, Federal Highway Administrator, Washington, D.C., called me re the Astoria Bridge matter. Mr. Frank C. Turner was also on the line and Mr. B. M. French was either on the line or listening to the conversation on the Washington end.

Mr. Whitton stated that, if we would program the bridge in Stage 2 and if we would also program a minimum of one percent of the federal cost allocation to the job, the Bureau would approve; the one percent would, of course, be taken out of our current federal-aid allotments.

This information was transmitted to Mr. L. I. Lindas and to Mr. R. H. Kenyon, of Washington. Mr. Kenyon stated that he would inform Mr. Delbert W. Johnson. Mr. Lindas is to confer with Mr. R. L. Porter re details.

Mr. French informed me that he would be back in his office on Monday and would be available to clear up details.

Forrest Cooper
State Highway Engineer

FC:fn

cc Mr. B. M. French
Mr. C. G. Polk

RECEIVED
MAR 29 1962
FOR FILING

F-(0-1(11)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1962

SUBJECT: Astoria Bridge
Bridge No. 7949

To: Mr. R. W. Ellison
Resident Bridge Engineer
Oregon State Highway Department
P. O. Box 543
Astoria, Oregon

In connection with right-of-way purchases for the pier contract for the Astoria Bridge the question of purchase, remodeling, or overbuilding of a permanent concrete building has come up.

I am enclosing one print of Drawing No. 17161, which indicates the building under consideration. Our information is that this is a concrete building in excellent repair, and I know the owner prefers to stay in his present location. Will you please make an examination of this building and determine the type of building with pertinent details such as footing depths below existing ground surface, roof construction, so that we may determine the best disposition to make of the building.

It is possible that if we overbuild the building that a completely fireproof roof system would have to be installed and for this reason it is very important that we have all structural details of the building. I suppose it is possible that the owner might have construction plans, however, this would seem to be too much of a good thing to expect.

Please get the above-mentioned material into the office at your early convenience so that a decision can be made on this matter.

Ivan D. Marchant
Bridge Engineer

IDM/mm
Enclosure

cc: Mr. J. D. Walker
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
FEB 27 1962
FOR FILING
F 603 1 (16)
2369

February 26, 1962

914

Mr. Uno E. Niemi
Niemi Service Station
295 W. Marine Drive
Astoria, Oregon

Dear Mr. Niemi:

Under date of February 8, you wrote concerning the proposed median on Marine Drive in Astoria.

The so-called "jiggle bars" in this median are of the low type which will permit the crossing of the median in any emergency. We have also changed the plan so that there will be an opening on Melbourne Avenue.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPims
cc Mr. Forrest Cooper
Mr. J. D. Walker

REFERRED TO
State Hwy Engr

Astoria Oregon
Feb 8 1962

Oregon State Highway Dept.
Salem Oregon

Dear Sirs:

I arrived at the bridge hearing too late to voice my objection to the 2 inch medial divider in front of my service station. Mine will be the only station in the city with such an obstruction

Also the West End fire station is located just west of me. I wonder if it's wise to obstruct this driveway in any way.

Also a lot of traffic uses Melbourne Ave as a turn from East back to the East as there is no way to drive around the block" in the west end.

I hope you will consider leaving an opening in the divider for this traffic, or perhaps start the divider West of Melbourne instead of at Bay St.

Yours truly

Ino E. Niemi
owner

NIEMI SERVICE STATION
295 W. Marine Dr., Astoria, Oregon

NOTED
G. S. PAXSON

REFERRED TO
Paxson
By State Highway Engineer

RECEIVED
FEB 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 26 1962
FOR FILING
F-0-1 (1)

February 23, 1962

Mr. Rex M. Whitton
Federal Highway Administrator
Bureau of Public Roads
1717 H. Street N. W.
Washington 25, D. C.

Dear Mr. Whitton:

Mr. William A. Bugge, Director of Highways, State of Washington, and I have made an appointment with you to discuss eligibility of the Columbia River Bridge at Astoria for Federal aid. It is of vital importance that no delay occur in the beginning of construction of the bridge. The bridge is being financed from bonds of which $12 million have been sold and are bearing interest. We are setting up a rather tight construction schedule in order to hold this interest period during construction to a minimum and any delay in the commencement of the work will mean incurring considerable sums for interest without any compensating return from tolls.

It is earnestly requested that every effort be made to expedite the formal approval of the project and, particularly, the immediate approval of advertising for bids and awarding of a contract for the piers supporting the steel portion of the project. It has been our intention to advertise this contract for the piers not later than March 5, 1962, and to receive bids on the piers on April 11, 1962.

I am delivering herewith plans and foundation data for the project and have submitted to your Division office in Salem, in quadruplicate, additional sets of these plans and foundation data.

These data include a set of plans marked Plates A to L, inclusive.

Plate A is a general over-all plan and elevation of the complete project.

Plate B shows the foundation data from borings made with our own foundation crews. I also enclose graphs and calculations supporting the design of the various piers.

Plates C and D are plans of piers Nos. 6 through 12, showing two types upon which we propose to take alternate bids.

Plate E is a typical cross section through the structural steel sections of the project.

Plate F is a typical cross section of the pile trestle viaduct between piers Nos. 20 and 160.

Plate G is a typical plan showing the foundations for piers Nos. 168 and 169. Piers Nos. 170 and 171 will be similar.

Plate H shows general details of the main steel span.

Plate I shows typical details of the concrete box girder spans 172 to 174.

Plate J shows the details of pier No. 172.

Plate K is only enclosed to show the methods used in loading test piles during our foundation exploration.

Plate L is a plan of the approach on the Astoria side leading from the main bridge spans down to the toll house adjacent to US101 in Astoria.

Our foundation explorations indicate good foundation material except for some question at pier No. 169. In view of this question, we employed the consulting firm of Dames and Moore to evaluate the data and recommend the type of footing to be employed. Its findings, made entirely independently, checked almost exactly with conclusions that we had reached from our own analysis. I enclose a copy of their report.

We plan to open bids and award a contract for piers Nos. 5 to 20, inclusive, and piers Nos. 160 to 175, inclusive, plus the reinforced concrete box girder spans at the south end of the main channel spans, on April 11, 1962. A contract for the steel superstructure for the concrete trestle viaduct and for the viaduct on the south Astoria approach will be awarded early in 1963. The estimated cost of the entire project is $23,500,000.

Again, I would urge that your examination and approval be expedited as much as possible so that as much of the unproductive interest charges as is possible may be eliminated.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosures

cc Mr. G. S. Paxson
Mr. L. I. Lindas

GSP:ms hlb

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FEB 26 1962
FOR FILING
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L-21(c

February 23, 1962

1306

The Fenton Publishing Company
4514 Bagley Avenue North
Seattle 3, Washington

Attention Mr. Robert C. Hill

Gentlemen:

This is in answer to your inquiry of February 17 concerning general information on the Columbia River Bridge at Astoria. A preliminary estimate of principal quantities and items involved is as follows:

(a) Superstructure:

Structural Steel	12,500 tons
Class "A" Concrete	28,000 cu. yds.
Reinforcing steel	6,000,000 lbs.

(b) Substructure

Class "A" concrete	25,000 cu. yds.
Tremie concrete	38,000 cu. yds.
Precast shell concrete	5,200 cu. yds.
Reinforcing steel	6,500,000 lbs.
14" prestressed piling	84,000 lin. ft.
12" BP 53	35,000 lin. ft.
10" BP 42	8,000 lin. ft.
Untreated timber piles	117,000 lin. ft.
Treated timber piles	76,000 lin. ft.
54" prestressed piling	28,000 lin. ft.
Treated lumber	600 MBM
excavation	38,000 cu. yds.

Present plans are that we will call for bids on 32 piers on April 11 of this year and that calls for bids for other parts of the structure will follow as soon as plans for the same can be completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. K. Stephenson
Assistant State Highway Engineer

CAG:dl:er

cc Mr. Forrest Cooper
Mr. Cecil Gardner

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F-1.9-1(16)

C-261

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CHARLES HODDE, Director
Department of General Administration

ERNEST COWELL, Chairman
State Highway Commission

ERNEST J. KETCHAM, Member
State Highway Commission

RICHARD H. DOUGLAS, Member

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

February 21, 1962

Mr. Clayton F. Nichols
Vice President
Johnson & Higgins
860 White-Henry-Stuart Building
Seattle 1, Washington

Re: Astoria-Megler Bridge

Dear Sir:

Responsive to your letter of February 20, 1962, please be advised that the responsibility for the financing, construction and operation of the Astoria-Megler Bridge is vested with the Oregon State Highway Department.

In view of these circumstances, this Department will have no responsibility in the placement of insurance on the subject facility. By copy of this letter, I am advising the Oregon State Highway Department of your interest in this matter.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:jkd

cc: Mr. W. A. Bugge
Mr. Forest Cooper

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FEB 26 1962
OREGON
STATE HIGHWAY COMMISSION

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P. M. STEPHENSON

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TELEPHONE MAIN 3-3000

February 20, 1962

Mr. D. E. Hodges, Executive Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hodges:

We understand that construction on the Astoria-Megler Bridge, as a joint venture of the States of Washington and Oregon, will begin in the near future.

Our firm has been privileged to place insurance for the State of Washington on other projects and we wish to advise that we are interested in acting as your Insurance Broker for placing insurance on the Astoria-Megler Bridge.

Your consideration of our firm will be greatly appreciated.

Very truly yours,

CFN/vs

Clayton F. Nichols
Vice President

NOTED
P. M. STEPHENSON

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AUG 11 1962
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Mr. B. H. French, Regional Engineer
08-00.3 Portland, Oregon

S. H. Williams, Assistant Commissioner for Engineering
22-00 Washington, D. C.

Oregon - Proposed Washington Toll Bridge project between Astoria, Oregon, and Point Ellice, Washington

Please refer to your memorandums of April 27 and May 10, 1961, and attachments concerning the subject proposed toll bridge.

It is stated that the two States plan to finance the toll bridge portion of the project partially through $[illegible],000,000 derived from sale of bonds and partially through the provision of annual subsidy funds by each State. The total of the annual subsidy funds plus the toll revenues for the years 1961-1993 inclusive, as are set forth in Schedule XIV as prepared by the Oregon State Highway Department under date of March 1961 provide the following data.

REFERRED
LEONARD I. LINDAS

Income	
Gross tolls	$23,730,000
Oregon Subsidy	11,429,000
Washington Subsidy	[illegible]
	$[illegible]
Expenditures	
Interest payments on outstanding bonds and retirement of $22,000,000 bond issue.	$36,914,000
Operating Expense	[illegible]
	$[illegible]

The expenditures for maintenance of the bridge for the years 1961-1993 inclusive are estimated to total $6,104,000, and each State would pay one half of such maintenance costs from its State highway funds.

From these data it is derived that the net amount anticipated to be received from operation of the bridge during the period 1961-1993 will be $20,440,000 ($31,730,000 gross tolls minus $3,261,000 operating expense)

(more)

or insufficient by $1,531,000 to retire the principal amount of the bond issue of $23,000,000. Accordingly, the amount of the total subsidy by the two States must be $14,445,000 to cover estimated interest charges of $14,914,000 plus $1,331,000 for bond retirement. While not classed as a subsidy, the two States will also provide an additional sum of $4,104,000 for maintenance of the bridge. The annual subsidy plus maintenance amounts vary from $371,500 to $267,500 for Oregon and from $230,500 to $134,500 for Washington. While these are substantial amounts it would appear that each State could allot such amounts annually from its highway revenues without substantial effect on its overall highway program and that the toll bridge would be said to be solvent financially.

You advise that the State of Washington has indicated it will not request Federal-aid participation in its part of the cost of the bridge or in the cost of the approach thereto that is within Washington. However, Oregon has indicated its intention to request regular Federal-aid participation in the cost of the Oregon approach to the bridge, but not in the bridge itself. As you point out, one requirement for eligibility of the Oregon approach would be that the overall routing of the toll bridge project be added to the Federal-aid system. We understand this has been done.

In anticipation of Oregon's request, you have asked for our comments on two numbered questions: (1) Are interest payments on the bonds and insurance premiums on the bridge considered to be operating costs under Section 129 of Title 23, U.S. Code? The answer is yes. (2) In instances such as this where the toll bridge is not a financially sound investment, and the bridge will be partially subsidized by State revenues, are there any reservations or conditions other than those contained in Section 129 of Title 23 to be fulfilled as a requirement for Federal-aid? The answer is no. However, it is inherent that any toll bridge, toll tunnel or approach thereto that is undertaken with Federal-aid participation therein under provisions of Section 129 will ultimately become a free facility.

With respect to the subject Oregon-Washington toll bridge project situation, we have received an opinion from the General Counsel to the effect that in such case, where a toll bridge is proposed as being substantially in the public interest, the fact that the State highway departments must partially subsidize the project from other than toll revenue funds is not a controlling factor insofar as its eligibility for Federal-aid participation is concerned. In other words, if the requirements of Section 129(a) of Title 23, U.S.C., are met concerning the freeing of the bridge from tolls in a reasonable period of years, the soundness of the investment becomes an administrative consideration.

In the subject case the financial tabulations furnished with your memorandum show that the two States propose to provide subsidy amounts on an annual basis over a 33-year period which, together with the anticipated tolls to be collected, will assure the liquidation of the bonds issued and the costs of operation and maintenance over this period

(more)

of time. Assuming that this subsidy schedule will be converted into a firm commitment by each State, and that you receive acceptable assurance from both States that they will not extend the period of toll collection, (after the bond commitments have been paid), for the purpose of recovering their subsidizing funds, we would be agreeable to the approval of Federal-aid participation in the cost of otherwise eligible work of the proposed Oregon project for the bridge approach in that State.

Enclosure:
Two memorandums from the Office of General Counsel

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FEB 7 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1962

To:
MEMO TO FILES:

SUBJECT: Columbia River Bridge
at Astoria
Bridge No. 7949
Meeting with Washington State
Highway Department Representatives
re: Design Features

On Friday, February 2, Mr. G. S. Paxson, Mr. P. M. Stephenson, Mr. L. L. Wallace, and the writer, met in the Division Office at Vancouver, Washington with Mr. George Stevens and Mr. Robertson of the Washington Highway Department regarding design features of the subject bridge. The primary purpose of the meeting was to discuss and decide on the type of pier supports to be used for Pier No. 169, the north main channel pier, as a result of the written report by Dames and Moore, foundation consultants.

The report by Dames and Moore confirmed the results determined by the Bridge Division Foundation Engineer that using 65' penetration timber piling there would be an ultimate settlement of the pier of approximately 12". The report went further and stated that by driving piling into a firm incompressible strata lying below -230 that the settlement would be negligible.

At this meeting all concerned decided that the proper construction would be to drive 14"BP73# piling to approximately Elevation 240 to 250 even though the additional cost was on the order of $350,000. The design will proceed on this basis.

On January 15, 20 drawings covering pier details and plate girder details were sent to the Washington State Highway Bridge Division for checking. At this meeting these details were returned to us after the check by the Washington Highway Department. A copy of comments from the Washington Bridge Division are attached. Items covered in this memo will be studied and the pier and girder details revised as required or as determined by this Division to be consistent with our design practice.

IDM/mm
Attached

Ivan D. Merchant
Bridge Engineer

cc: Mr. George Stevens
Mr. L. L. Wallace
Mr. P. M. Stephenson
Mr. G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
FEB 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1962

FOR FILING

MISC. CONTRACTS and AGREEMENTS No.

Salem, Oregon
January 31, 1962

Agenda Item 4-p

State and Dames & Moore Agreement
Pier Foundation Design Study
Astoria, Bridge

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. P. M. Stephenson
Ass't. State Highway Engineer

Attached are two executed copies of an agreement with Dames & Moore, Soil Mechanics Engineers, to review the State's foundation data for the proposed Interstate Bridge across the Columbia River between Astoria, Oregon and Megler, Washington, and submit a recommendation for pier footing design and pile supports.

A fully executed copy of the above agreement has been retained in this office for the Commission's files, one fully executed copy has been sent to Dames & Moore and one copy to Mr. Maison.

Secretary

rn
Attach: 2

cc - Mr. C.H. Maison (1 Agr.)

Minneapolis Minn
Jan 31 - 62

Mr Floyd Query Sec
Oregon State Highway Comm.
Salem. Oregon.

Dear Sir --

Enclosed please find a sketch of my idea of what the Columbia River Bridge should be like said sketch was made while a blizzard is howling outside. Henry Poulsen in whos house we first lived in 1900 - 1910 was one of the best historians of the day and highly intelligent. He told me that in the early days (he came to Astoria as a sailor) befor the Columbia R. Jetty's were built it used to get pretty rough in front of Astoria at times and there was a surf on Smiths Point at times where sail fishboats were wrecked. It got pretty rough as I remember in front of Uniontown befor the north jetty was built and the high tide made the water red for some distance out which was caused by dissolving the soapstone that was sliding into the water between tides. There appears to be from one to twenty feet of loose soap stone sliding on top of the solid soapstone. You can see howmuch has already slid away if you go anyplace just below the crest of the hill in Uniontown.

Suomi Hall used to be right across the street from me on Alameda Ave (254) but there came a big slide and they moved it down and its just across or near the new bridge site. You dont even mention it when your wall pictures begin to swing on the walls in L.A. and sliding is normal in Astoria.

NOTED
FLOYD QUERY Sec #2

Poulsbo told me that the only solid area in Astoria is from 1st to 6th St. When you get to 7th St there is a slide in the old highschool site then its solid to about 16th St as a part of it is underlaid with rock. There is a big slide area in the 18th st area and at slide more or less all the way to Tongue Point. If you plan a tunnel through the Astoria Hill it is safe from slides to include 6th St. but no further east. Sanding in Uniontown after the fire of 1922 slowed down the sliding but it cant be stopped.

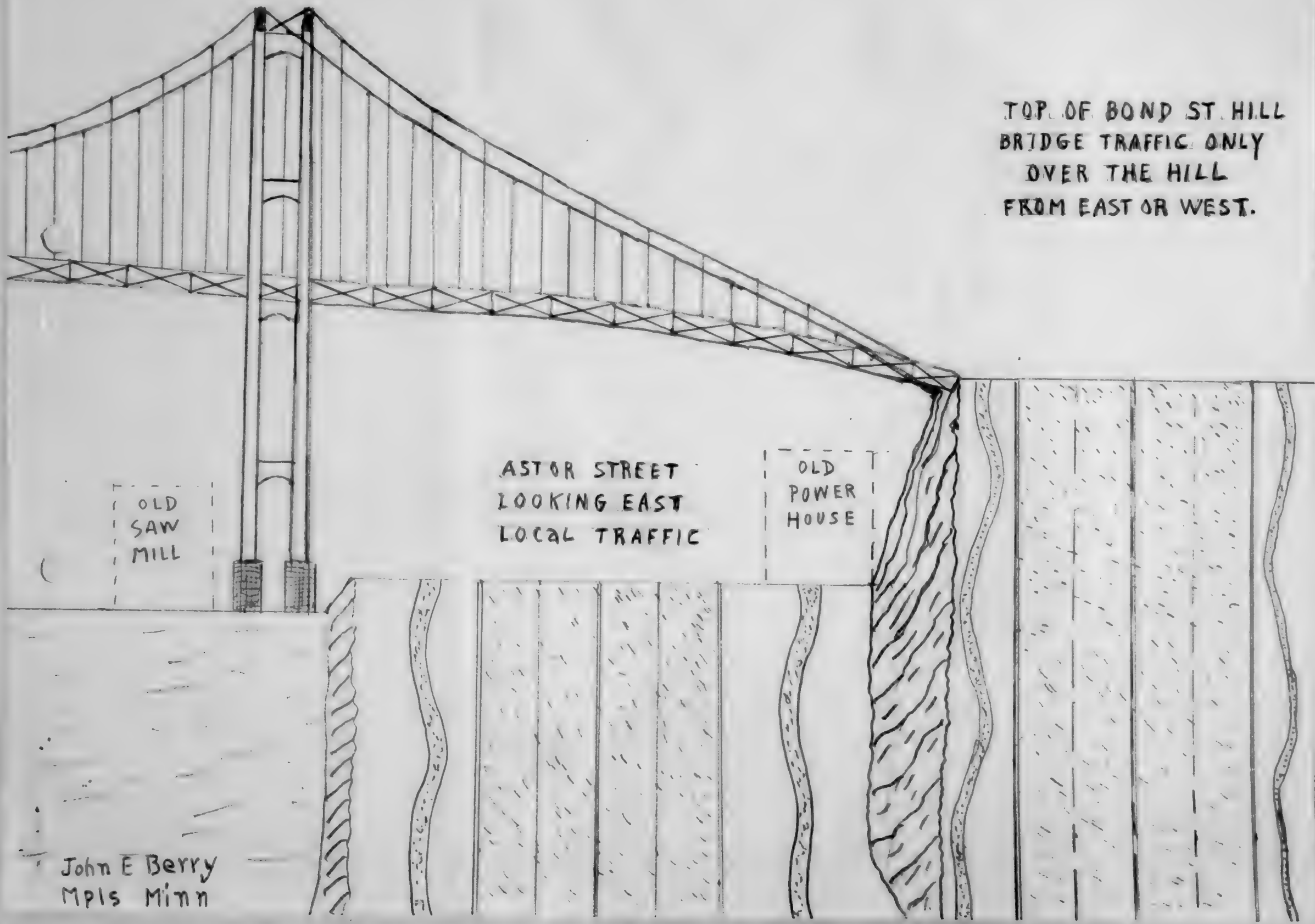
The main reason I am advocating a cable bridge and the old Powerhouse site is because it has proved to be solid and is an ideal place to take off from without any circular bridgework. Threefourth of the Ocean ships can navigate into the Great Lake. now up to 770 ft ships and the clearance is 1448 ft but I dont know how much you will need for the largest ships that come into the Columbia River. The advantage of building a cable bridge over the regular steel bridge is that only a few caissons need to be built at some ships yard and they can be sunk from the inside to reach the rock bottom. A regular bridge takes a lot of supports and they may not reach rock bottom. Henry Poulsbo, who was a millright on the Power House and Trullingers lumbermill spoke very highly of Trullinger. He said that Trullinger was an Ore Trail pioneer and at one time was a sheepman in eastern Ore where he made his own clothes out of sheep skins. I have seen his old Sharps rifle.

It is too bad that building a bridge at Astoria got such a low public image by some who dont know any thing about the requirements. A two lane bridge would be too narrow even from the start and your are building for a hundred years or so. You can see plenty of equipetment going down the Street every day that is ten feet wide.

My knowledge of bridge is limited although my grandfather in Finland was bridge engineer for the Finnish Government. I have driven cars since 1912 however and have covered a large part of the country. The Fisher Bros drove the first car if you can call it that in Astoria (a frame with a 2 cycle engine in the rear. I drove the second truck made by a blacksmith. The old Powerhouse is historic John L Sullivan once fought a local sailor boarding house runner who I used to know: Sullivan hit him once on top of the head and the fight was all over. (his name Paddy ~~Lynch~~.)

I believe that it will take 50 million to build the kind of bridge you now propose. before you are through with it and you wont have much at that. I would build (after living in that area 36 years a cable bridge cost what may. The bridge Comm. should also file on the airfield site and it should be developed by the state. Wpb airport when I came here in 1936 had one or two planes hauled by horses.. Now we have an international airport with a custom service and it cost 225 millions and its still growing.

Sincerely
John L Berry.


TOP OF BOND ST. HILL
BRIDGE TRAFFIC ONLY
OVER THE HILL
FROM EAST OR WEST.
OLD
SAW
MILL
ASTOR STREET
LOOKING EAST
LOCAL TRAFFIC
OLD
POWER
HOUSE
John E Berry
Mpls Minn

Geo Miner
-62-

ST. PAUL SUNDAY PIONEER PRESS, JANUARY 21, 1962

Michigan's 100-million-dollar Mackinac bridge is living up to its reputation as one of the nation's top tourist attractions.

State highway commissioner John C. Mackie said that cars and trucks from 44 of the 50 states crossed the bridge during a comprehensive one-day survey of the traffic using the span.

The survey also showed nearly 90 per cent of the people who used the five-mile-long bridge on that day were on vacation.

Nearly 6,400 vehicles crossed "Big Mac" during the survey and drivers of more than 5,200 cars and trucks were interviewed.

Advertisement

Mr Floyd
Oregon S
Salem

my writ
Enclose
Bridge
aquain-

Recieved your letter in regard to
dge at Astoria Ore and thanks
for paper clipping about the Mackinac
it after the war and am well
and have been over the ferry there.
The bridge was built there after years of planning to relieve
the uncertain ferry boat presence in which the State of
Mich formed a "Bridge Authority" seperate from the State
the only connection being that the State pays the interest
on the bonds instead of losing money on the ferries.
Engineers argued pro and con for years if such a bridge
could be built in that hazardus location.
It took the combined efforts of 100 top engineers
improved steels and advanced science to do the job.
There are over 25000 wires in the cables (each) and they
were made in a plant in Duluth. The first cable
bridge was in Brooklyn NY and is a century old by now.
There have been several failures and mistakes on cable
bridges mostly because they were designed by engineers
who did not understand cable bridges.

NOTED
FLOYD QUERY Dec #2

[redacted]

Minneapolis Minn.
Jan 21 - 62

Mr Floyd Query Sir
Oregon State Highway Comm.
Salem Ore.

Dear Sir.

Recieved your letter in regard to my writing about the bridge at Astoria Ore and thanks. Enclosed please find a newspaper clipping about the Mackinac Bridge. I worked in Detroit after the war and am well aquainted with the area and have been over the ferry there. The bridge was built there after years of planning to relieve the uncertain ferry boat service in which the State of Mich formed a "Bridge Authority" seperate from the State the only connection being that the State pays the interest on the bonds instead of losing money on the ferries. Engineers argued pro and con for years if such a bridge could be built in that hararding location. It took the combined efforts of 100 top engineers improved steels and advanced science to do the job. There are over 25,000 wires in the cables (each) and they were made in a plant in Duluth. The first Cable bridge was in Brooklyn NY and is a century old by now. There have been several failures and mistakes on Cable bridges mostly because they were designed by engineers who did not understand cable bridges.

NOTED
FLOYD QUERY Coll #2

It was in 1902 that my father and I sailed a salmon for the cannery from "Hungry Harbor" Point Ellice to the cannery in Astoria. It was plenty rough at times due to there was no north jetty as yet and I came well acquainted with a need and route of a bridge. A cable bridge from the old power house is the best location because the anchors for the cable will be on public ground and a four lane highway will take care of all of the traffic for years to come.
You can give a contract for filling and other part of the bridge but the cable bridge should only go to a cable bridge builder who has had long experience with cable bridges. Such a bridge will be a sound investment for which the State can get plenty of money.
Cost what may it should be equal in built to the Mackinac bridge. The N.Y. Idlewild Airport is the largest and busyist in the world but it is only 5 sq miles in area. As a basis for building the Columbia River bridge you can have 10 or 15 sq miles and it should be developed by the State of Ore as a part of the bridge.
You can't buy much of an airport for 100 million dollars Outside of tourists there is a much greater need for a bridge at Astoria than at Mackinac and the every day not tourist traffic will be larger from the very start.

Sincerely
John E. Berry.

914 Chicago Ave
Mpls, Minn.

RECEIVED
JAN 12 1962
FOR FILING
Coast
Bridge
Astoria

January 12, 1962

Mr. John E. Berry
914 Chicago Avenue
Minneapolis 4, Minnesota

Dear Mr. Berry

In this mornings mail we received your letter of January 8, concerning the bridge which is to be constructed across the Columbia River at Astoria. The information that you have provided is very interesting and may prove useful.

I am happy to hear that you are returning to Oregon and I am sure you will view with great interest the work in connection with the construction of the bridge at Astoria.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:hl

Cost 21 million

Toll Free Motorists can drive toll free between Duluth, Minn., and Superior, Wis., after the dedication last fall of the interstate high bridge connecting the two cities. The 7,975-foot bridge—almost two miles long including the approaches—features a clearance of 120 feet at the center span, making it possible for ships to move through the area without the bridge being opened.

Minnesota Geological Survey.

Our Nostalgic Mailbag:

"A friend sent me a clipping of your column (Oct. 22 column on Eggleston) . . . I was born near there 87 years ago . . . I have traveled the old stage coach road by way of Hungry Point several times, and one trip I well remember. With my brothers I drove to Hastings . . . We inspected the new spiral bridge (now torn down). The enclosed poem relates what happened.

"The Maiden and the Bridge—The bridge was constructed of iron,/ It rests on piers of stone,/ It crossed the Mississippi;/ As the 'Father of Waters' it's known./ The bridge had a spiral approach./ Winding its way it spanned/ The expanse of mighty water/ and rested again upon land./ On that bridge there stood a maiden/ One Sunday afternoon./ She was gazing down the river/ That lovely day in June./ She little surmised my admiring/ Those beautiful eyes and curls./ That maiden of sixteen summers/ Made me think, 'What's nicer than girls?'/ The girl on the bridge at Hastings/ Later became my wife,/ And our joys were many and lasting/ As we journeyed together through life./ She has gone to that beautiful city/ That Jesus went to prepare,/ And when my life's journey is finished,/ By His grace I'm joining her there."—A. Clarence Fredine, 1 Marchant Gardens, Berkeley 7, Calif.

Minneapolis Minn.
Jan 8 - 62

Oregon State Highway Comm.
Salem. Ore.

Dear Sirs.-

Recieved a letter sometime ago from your Sec. inviting me to come back to Astoria to see you build a bridge across the Columbia at Astoria and thanks. I'm moving back this summer. In my pervious letter I wrote about how the engineers planned to run the highway up the Columbia on a water grade from Scinson to Rainer but the communists sold them out. Also about the Necanicum Forest Grove Road.

My sister lived in Aberdeen City when they built the concrete span bridge there. All of the time they were building the bridge everybody working on it said there was something wrong with it but nobody knew what it was. The bridge was nearly ready to open when a common laborer on the bridge told a foreman what he thought it was. The foreman jumped on his auto and came to Salem to check the plans and he found the mistake where they subtracted instead of added. It took four months of drilling throught 3 to 4 feet of concrete to fix that mistake with bolts.

If your engineers had checked on the future travel over the the Columbia at Astoria which will be one of the main travel routes of this nation and the bottom of the Columbia they would have seen that a bridge there would cost at least 50 millions. Presentday trailors are 10 ft wide and when 2 of them meet there will only be 3 ft of clearance.

pee #2

To get a better picture of Astoria it is well to go out in a boat and look back at Astoria and you will see that the cliffs have broken down the entire distance from Tongue Point to Smith Point except in the 1st to fifth st area. All of this has been sliding for centuries. In 1900-1910 we lived at 254 Alameda Ave just across from where you intend the new bridge and it was sliding very bad then. Underneath most of Astoria is soapstone so there is no way to stop the slides. There was a spiral bridge over the Mississippi River and I crossed it many times. It was O.K. in the early days but with high speed cars and during snowstorms and fog there were so many auto crashes that they had to replace it with a straight bridge.
(See newspaper clipping)
The Mackinac bridge is sound in build and finance and it cost 35^{00} one way to cross it with 50¢ for each passenger and on the bus. Now the Gov. wants to include it in the Federal highway System and the fare will be about $\$1^{00}$ one way by car. The new Duluth-Superior bridge is 1/2 miles long and it cost 21 millions.
When the St Lawrence waterway was planned it was plenty big but when they got it finished a couple of years ago it was too small. A lot of people built Marinas along the St Lawrence but now they find they are not allowed to use them due to the large ocean traffic.

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When the St Lawrence waterway was planned it was plenty big but when they got it finished a couple of years ago it was too small. A lot of people built Marinas along the St Lawrence but now they find they are not allowed to use them due to the large ocean traffic.

sept 8

Big bridges require a great many diffrent plans so I am giving you mine for the Columbia.
The minimum plans calls for a four lane bridge that will meet all of the engineering requirements of a federal highway bridge. There is no doubt in my mind that the Fed. Gov will want it for a federal highway and a armed forces bridge. Its not too late to change your plans. Regardless of how you construct over the center of the bridge it will form an island there. Columbia sand is very hard and I can show you concrete building in Astoria business district built since the fire of 1922 where the footing is right on top of the sand. A solid sand fill in the middle of the river tipped by a rock jetty will form an island faster. The East side of the bridge will make a good place for the dredges to dump sand and eventually will make the finest airfield on the pacific coast. In olden times it was known that right in front of Astoria is the most fog free area of the pacific coast. The Mackinac bridge proves once again what has long been known that cable bridges have a great attraction for tourist. People now go hundreds of miles just to go over the cable bridge where they wouldnt go one mile to go over a steel bridge. The Mackinac bridge is also far away and in a rugged area where they have only three months in a year July Ungust and winter.

see #4

A good idea of the Wash Col is to be found in the book the Bridge of the Gods which is fictionized but is historically correct as it was gathered directly from the indians. The Cascade Hts are over a thousand mile long earth fault and the Cascades are formed of lava flows over a swamp. Two hundred years ago there were great earthquakes when the Bridge of the Gods fell. There are hot spots all along the entire range and the whole range can start erupting at any time. A cable bridge can take it where a solid steel bridge would go into a thousand pieces.
The maintainance on a cable bridge is much lower also If you start the bridge from the old electric plant or Trullingers saw mill or east of there you will be assured that the hill wont slide on the bridge. That area wont make the bridge any longer and will be far more picnic as it will be on a dividing line between east and west Astoria. I used to be an authority on the Pacific Coast even to the Fed Gov. and can state that Wash will recieve just as much benifit from the Astorian Bridge as Oregon.
A bridge authority with federal funds a la Fed Res Bank with both state paying only the interest on the bonds and the public paying the rest when traveling over the bridge is the soundest way that I know of to finance it. A 10¢ toll thru a tunnel thru the Astoria Hill should be included.

I'll be seeing you
John E Berry.

914 Chicago Ave
Mpls 4 Minn

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John E Berry.

914 Chicago Ave
Mpls 4 Minn

Cost 2½ million

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Minnesota Geological Survey.

✣ ✣ ✣

Our Nostalgic Mailbag:

"A friend sent me a clipping of your [illegible]mn (Oct. 22 column on Eggleston) . . . I was born near there 87 years ago . . . I have traveled the old stage coach road by way of Hungry Point several times, and one trip I well remember. With my brothers I drove to Hastings . . . We inspected the new spiral bridge (now torn down). The enclosed poem relates what happened.

"The Maiden and the Bridge—The bridge was constructed of iron,/ It rests on piers of stone,/ It crossed the Mississippi;/ As the 'Father of Waters' it's known./ The bridge had a spiral approach./ Winding its way it spanned/ The expanse of mighty water/ and rested again upon land./ On that bridge there stood a maiden/ One Sunday afternoon./ She was gazing down the river/ That lovely day in June./ She little surmised my admiring/ Those beautiful eyes and curls./ That maiden of sixteen summers/ Made me think, 'What's nicer than girls?'/ The girl on the bridge at Hastings/ Later became my wife,/ And our joys were many and lasting/ As we journeyed together through life./ She has gone to that beautiful city/ That Jesus went to prepare,/ And when my life's journey is finished,/ By His grace I'm joining her there."—A. Clarence Fredine, 1 Marchant Gardens, Berkeley 7, Calif.

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RECEIVED
AUG 22 1961
FOR FILING

Const
Bridges.
Straits
Astoria

August 22, 1961

Mr. John E. Berry
914 Chicago Avenue
Minneapolis 4, Minn.

Dear Mr. Berry:

We have your very interesting letter of August 17 giving suggestions concerning construction of the bridge across the Columbia River at Astoria. With your letter were several colored photos of the Mackinac Bridge in Michigan.

Your letter is being forwarded to the State Highway Engineer so that he may know of your thinking.

Your interest and concern in this matter are appreciated. We sincerely hope that you will soon be able to return to Astoria and observe construction of the bridge at firsthand.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. W. C. Williams

FQ:fp

Minneapolis Minn
Aug 17 61

Oregon Stde Highway Comm.
Salem Ore.

Gentlemen..

Being an oldtimer in Astoria I have a few comments to make on the proposed Astoria Bridge. I was 16 yrs old when we moved from Duluth to Astoria in 1900. My father and I sailed fish for the Cannery from Humpy Harbor (Point Ellice) in 1903. I also lived in Uniontown from 1900 to 1916 right across from the proposed bridge.

Henry Pouldeau who was the best informed man that I knew in the old days said that the reason they built the old powerhouse where they did was because the area between the powerhouse and 5th St was the only solid hill to be found in that part of the City. He was millwright on the construction of the old Tindings Saw-Mill directly out from the power house and he said there was 40 ft of water between the mill and the power house. Tindings also owned a farm on the south side of young bay just east of where the bridge but land. Pouldeau showed me the old deed in 1901 that surveyed by Clarence and he said that there was 40 ft of water right up to the land in the old days before the RR came in 1888.

If you follow the crest of the hill from 1st St to Smith Point you can see how much land has already slid into the river as the Victoria hill is based on soap stone and there is no way to stop it from sliding. Ellingsons at the slide area on the west end of Commercial St near Tenth was swept away a few years ago..

2 of 2

To make bridges a commercial success they have to be built to take care of the traffic and to last for 100 years.
Earth Quakes are a big problem in the west as the Cascade Mts have been built by lava flows over a swampland.
The Olymic Mts are the oldest while Mt Rainer is the youngest.
The first mail carryer from the Budget Sound to Portland told his son whom I knew that the breakoff of the three trails that lead to the Bridge of the Gods were still clearly visible when he carried the mail. That bridge is regarded as a legend.
The sanandreas fault runs the lenght of Cal and is believed to be about 200 miles out from the coast of Oregon.
They made a mistake in designing the S.F. Bay Bridge and it took years to fix it and it was lucky that they got it fixed when the earthquake hit both bridges a few years ago. I saw the S.F. earthquakes in 1906. Due to the cable being able to slip on top of the collumn cable bridges can take it where a solid steel bridge would go to pieces. I lived and worked in Detroit after the war and know all about that area and have been over the ferry befor the bridge was built there.
I also know the Wash very well and consider that the traffic is due to be much greater over the Columbia Bridge than over the Mackinac Bridge in the near future.
Northern Minn, Wisc and Mich. has a rugged climate for 9 months of the year with few people. Northern Mich has a heavy snowfall and you wont run into many people untill you get 300 miles south of the Bridge.
Top engineers argued for years if it was possible to build a bridge across the Straights of Mackinac.

It was finally built to satisfy a large number of deer hunters who often had to wait 24 hrs for a ferry.
The bridge was designed regardless of what it would cost by 100 of the top engineers of the U.S and is the world finest bridge because only the best would stand up to the elements there.
The Great Lakes waterway now can take 3/4 of the ships that sail the ocean but I dont know about clearance under the bridge for full sail vessels (what never get to the bridge)
I recommend highly that the Mich State Highway Commission and study all details and surroundings of the Mackinac Baidge. The wire for the cables was made in Duluth and they are straight instead of being stranded and are encased in a oil tight cover and run in oil to keep from rusting.
The strands of wire are fastened together by welding.
You will notice a slot in the center running the length of the bridge. That is for future removal the cars.
The bridge was built by a bridge authority but the intrest on the bonds are paid for by the State of Mich because they no longer have to pay for ferrie. The State of Mich got an unexpected bonus when tourists all over the midwest are coming to see the bridge which is now Mich greatest tourist attraction.
I have friends living on the south end of the bridge and they report that traffic is very large over the summer months.
The bridge which was financed by the Federal Bank (Mpls district) for 100 million has paid off on the bonds from the start and is a huge success in every away and all people are sold on it.

My idea for a Columbia River bridge is similar no trouble or expense should be allowed to make it fill all needs for the next 100 years. Two miles of water should be the lengh of the 2 bridges with room for an airfield between The area across the middle of the river should be of solid fill mostly of rock in a jetty fashion (3 miles) The Astoria cable bridge should be 3/4 mile long and the Point Ellice cable bridge 1¼ miles long. The Astoria end should start somewhere between 1st and 5th St and have a two way entrance one from downtown and the other from Smith Point A bridge there will be on the only solid footing but also allow tourist to visit historic Old Astoria but also allow people a direct route south via a toll tunnel through the Astoria hill 5th or 6th St to the Youngs Bay Bridge.
The bridge should be financed by the Fed Rev Bonds of that district and it will pay its way from the start.
I could write a book about the crimes committed by the Ore State Highway Dept against Clatsop Co in the old days.
The Columbia River Highway was supposed to follow there RR from Svenson to Rainier but someone had logged off land for sale on the hills and it was changed to seaside.
I checked on that years later when I lived up the river and found out it was so. When the surveyors got to the top of Clatsop Crest from the west they asked each other as to how they would get down the east face. One surveyor by the name of Whidby said he could do it.

They called that section Whidby Loops to make fun of him but it boomerranged on them because he made the grade with very little grading. I also made a public protest of the Forest Grove Seaside Road which was the worst piece of engineering possible. If you want to do something for Victoria and the Willamette Valley survey a double lane divided highway from Victoria Smithpoint cutoff along the crest of the hills between the Fraser river and the beach to the Marrenton Reservoir and then via old tunnel to the Nehalem Valley. You can see the rest of the route to Portland and Saddle Mt is visible from Council Crest. This I believe was the route of the proposed Victoria & Southern R.R. Great things are in store for the Pac N.W. and Victoria. A Columbia Basin Authority is well on the way because heat cells are much cheaper for power that vale power. The Oregon Trail Wilderness Road is the finest way east and the Trans Canadian Road west which only needs a Col River bridge to Complete. An international airport right in front of Victoria is the closest and the only fog free location on the Pac Coast. The 1000 ft and longer ships to Victoria can come in by the Victoria Channel and go east by the airport and go out to sea by the Point Ellice Channel. I still have webbed feet so I'll be coming back to Victoria soon now that I'll soon be 75. In the mean time I hope you will treat Clatsop Co right and build a real bridge across the Columbia that even the military will be proud of.

Sincerely
John E. Berry

to Olympics

Ft Columbia

Point Ellice

(out)

1¼M

Hungry Harbor

most traveled highway to Puget Sound
Fine view outing area to Pacific ocean

Deserving Sands

sand

3M

airport

miller Sands

Columbia R

(in.)

3¼M

Astoria

6th St

Tunnel

Columbia River Highway

Of prime consideration is to protect the scenic values.

NEW Bridge

Old Bridge

Young's River

TRULLINGER FARM.

RECEIVED
JAN 26 1962
FOR FILING

Salem, Oregon
January 25, 1962

Mr. W. T. Wright
Right of Way Engineer
O F F I C E

The following prefix is assigned for the purchase of right of way for the Astoria Bridge Structure. This prefix is for the unit within the limits of the authorized $24,000,000 Astoria Bridge Bond Project.

Prefix 4-1802 — Right of Way for the Astoria Bridge

A right of way prefix for the approach has not been assigned but will be upon request from your office.

L. H. Young
Office Engineer

JAH:lt

RECEIVED
JAN 19 1962
FOR FILING
F 005-1 (1)
(3 of)

January 18, 1962

Mr. Freeman Holmer, Director
Department of Finance and Administration
109 State Capitol Building
Salem, Oregon

Dear Mr. Holmer:

Extensive foundation exploration work has been done at the site of the proposed Interstate Bridge across the Columbia River between Astoria, Oregon, and Megler, Washington. The results of this foundation exploration indicate that the material at the site of the north pier of the main river channel is of doubtful quality.

We have designed a pier with consideration being given for the character of the foundation material; however, since this is one of the main piers on the bridge, we feel that our opinion should be confirmed by that of independent professional foundation and soils engineers.

We have contacted Dames and Moore, a nationally known engineering organization, for the purpose of having them review our foundation data and submit to us a recommendation for pier footing design and pile supports. The estimated cost of this work is $3,500.

Verbal approval was received from you on January 9 to proceed with a contract between Dames and Moore and the State Highway Commission.

Attached are three copies of this contract, two for your use and retention and one to be returned with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

Attachment

cc Mr. Forrest Cooper
PMS:er

RECEIVED
JAN 16 1962
FOR FILING

Court
Bridge
Detail file
Astoria

January 16, 1962

Oregon State Highway Commission

Gentlemen:

Intensive foundation exploration work has been done at the site of the proposed Interstate bridge across the Columbia River between Astoria, Oregon, and Ilwaco, Washington. The results of this foundation exploration indicate that the material at the site of the north pier of the main river channel is of doubtful quality.

We have designed a pier with consideration being given for the character of the foundation material; however, since this is one of the main piers on the bridge, we feel that our opinion should be confirmed by that of independent professional foundation and soils engineers.

We have contacted Moore and Moore, a nationally known engineering organization for the purpose of having it review our foundation data and submit to us a recommendation for pier footing design and pile supports. The estimated cost of this work is $3,500.

Authority to proceed with this work was granted by Commissioner Jackson on January 5. It is requested that you confirm this authority.

This matter will be on the agenda for the January 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc P. M. Stephenson
C. H. Maison

RECEIVED
JAN 17 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1962

SUBJECT: Bonds for Astoria Bridge, Highway 197, and Highway 42

To: Memo to File

Mr. Howard Belton, State Treasurer, and Deputy State Treasurer, Mr. Gordon Barker, conferred with us this morning and reported upom conferences with bankers in New York City in reference to the bond market. They stated that the preponderance of opinion was that while this is a good time to sell bonds if the money is needed immediately, it is not advisable to sell bonds where the actual need for the money is a considerable time in the future. It was their advice that the remaining $12 million of bonds for the Astoria Bridge be not sold until money is actually required to finance the project.

Mr. Belton reported that of the $20 million in highway bonds sold this winter, $16½ million had been re-invested in Government paper which would return an average rate of interest of 3.10 per cent to 3.20 per cent. This is within a few points of the interest rate which is being paid on the bonds sold.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. Forrest Cooper

RECEIVED
DEC 19 1961
FOR FILING

December 18, 1961

Oregon State Highway Commission

Gentlemen:

For informational purposes, I am handing you a copy of a letter I received from Mr. Howard Baldwin and an attachment which refers to "government securities".

I have been in contact with Mr. Baldwin and his Deputy, Mr. Gordon Harker, in connection with the future sale of the remaining bonds for the Astoria Bridge. Mr. Baldwin's office has agreed to keep us advised as to the bond market predictions and to assist us in determining the appropriate time to sell the remaining Astoria Bridge bonds.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Encl.

cc Floyd Query
O. S. Paxson

GOVERNMENT SECURITIES

During the last three weeks there has been growing evidence in the released statistics of substantial economic progress as well as an increasing conviction among investors that interest rates will move higher in the months ahead. Although the monetary statistics released each Thursday by the Federal Reserve Board continue to indicate a basic policy of ease, and spokesmen for the system have made several efforts to emphasize this, other factors that influence interest rates point in the direction of increased yields for fixed income obligations. This is particularly true of the trend of interest rates for U. S. Treasury issues.

With the exception of a few raw materials, there is no indication of any reduction in the prices of basic commodities or of finished goods. While comparative stability is hoped for in the price structure and no substantial increases are presently anticipated, the risks of loss by increasing inventories appear negligible. This condition, plus the possibility of a steel strike, or a settlement that will force a rise in steel prices, could well lead to a further build-up of inventories in this as well as many allied fields. If this occurs, it would tend to absorb the excess liquidity now present in the commercial banking system.

As consumer purchases expand, particularly in durable goods, a renewed growth in outstanding consumer credit is to be expected. This has already been indicated in the statistics for October.

Although there has been no further outflow of gold since the loss of $300 million three weeks ago, there is a growing realization that every effort will have to be made to keep further drain at a minimum. Included in the actions to minimize our deficit in the international flow of funds will be the maintenance of a competitive rate of interest for short-term obligations - primarily

Treasury bills. The discount for 3 month bills have advanced more than 25 basis points in the last month and a further increase is anticipated early next year

The increase in the rates commercial banks will be permitted to pay on certificates of deposit as well as savings accounts, and the increase that mutual savings banks can pay, should have an upward influence on the entire interest rate structure.

Chairman Martin of the Federal Reserve Board in his talk at the meeting of the Tax Foundation in New York last week while indicating that under current conditions the money managers would not move to tighten credit, they would not interfere with any rise that would result from the expansion of business activity - particularly if it developed at a greater than seasonal rate.

As has been emphasized in the more recent of these memorandums, the Treasury's debt-management objectives and the huge market operation with which it is faced in the first six months of 1962 will put pressure on interest rates in general and especially those on Governments. Although the spread between corporate and Government yields is comparatively narrow on an historical basis, it seems more likely to narrow further before widening to a more normal spread.

The expectation that the trend toward higher interest rates which appears to have commenced will continue in the early months of 1962 does not necessarily indicate a wide or violent advance such as occurred in 1959, for the reasons that the upward movement is starting from a higher level as well as because both the fiscal and monetary authorities will continue to move to encourage rather than retard economic growth. A gradual rise in the level of interest rates, at least during the next few months, appears indicated by the facts now at hand.

Girard L. Spencer

#9 - 10

December 11, 1961

NOTED
P. M. STEPHEI...

Capital Journal 1-9-62

SIGNATURE HELPER — State Treasurer Howard Belton uses this device to help speed his endorsement of state bonds, a task he was saddled with in New York when he signed $20 million worth of highway bonds Monday. Deputy Treasurer Gordon Barker watched when Belton went through an earlier bond-signing chore.

Belton Signs Bonds for Astoria Span

State Treasurer Howard Belton was in New York City Monday getting a case of writer's cramp.

The state treasurer was signing the 20,000 $1,000 bonds which make up the $20 million issue for part of the cost of the Astoria Bridge and improvement of Highways 42 and 197.

By using a machine which al-

DAMES & MOORE
CONSULTANTS IN APPLIED EARTH SCIENCES
SOIL MECHANICS ENGINEERING GEOLOGY GEOPHYSICS

ATLANTA
CHICAGO
DENVER
HOUSTON
LOS ANGELES
NEW YORK
PORTLAND
SALT LAKE CITY
SAN FRANCISCO
SEATTLE

1220 S W MORRISON STREET · PORTLAND 5, OREGON · APITAL 8-7689

PARTNER IRVING E OLSEN

January 8, 1962

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. P. M. Stephenson

Gentlemen:

Proposal
Foundation Settlement Review
Northerly Main Pier
Proposed Astoria Bridge

We present herein our proposal pertaining to foundation studies for the northerly main channel pier for the Proposed Astoria Bridge. On the basis of discussions with Mr. Stephenson and members of the bridge department staff on January 4, 1962, we understand that a review of foundation support for the pier is desired.

The State has made three exploration borings at the pier location, performed various laboratory tests, undertaken various foundation studies, and selected a tentative foundation design. Some concern exists as to probable future settlement behavior of the foundation design selected. Since the superstructure design would be adversely affected by settlement, it is imperative that a foundation design be selected that would be compatible with the proposed superstructure design.

We propose to perform studies and analyses of the northerly pier utilizing field and laboratory findings obtained by the state forces. It is understood that time is of the essence and consequently the obtaining of additional field and laboratory findings is probably not feasible. The various laboratory data will have to be converted into a form that is used by us in similar type studies. Following this, our settlement and related studies will be directed to the type of foundation presently proposed by the State. Should the findings disclose that expected settlements are excessive, we would provide advice as to other types of foundation support that may be feasible. During the course of our

CABLE ADDRESS DAMEMORE

studies we would consult with your engineers as to our various findings. A written report would be submitted at the conclusion of the studies and if requested by you, preliminary reports would be submitted during the course of the studies. It is planned that other foundation consultants within our firm would be called upon to assist in the final recommendations.

Our fee will be determined in accordance with the following:

Consultants	$25.00 per hour
Engineers	$14.00 per hour
Illustrators and Technicians	$ 8.00 per hour

The rates include supervision and all other costs except the following expense items:

Travel by automobile will be reimbursed at the rate of $0.10 per mile.

Travel by airplane, if required, will be at actual cost plus 10 percent handling.

Other outside costs not customarily furnished by us will be at actual cost plus 10 percent handling.

The cost for the proposed studies is estimated not to exceed $3500. Our statement will be submitted at the conclusion of the studies setting forth the actual hours and cost.

Yours very truly,

DAMES & MOORE

Irving E. Olsen

IEO:jf

(3 copies submitted)

RECEIVED
JAN 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 1962
FOR FILING

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(3[illegible]7

Salem, Oregon
January 5, 1962

Federal Aid
Astoria-Megler Bridge

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

In the spring of 1961, in the latter part of March I think, a request was made to the Bureau of Public Roads to program the Oregon approach to the proposed Astoria-Megler Bridge as a primary Federal-aid project. After considerable lapse of time and after some prodding on our part, the Bureau told us that Federal aid would be approved for this project only on condition that the tolls be removed when the bonds were liquidated.

As you know, the State of Washington refused to go along with this and demanded that tolls remain until such time as their subsidy could be recovered. About this same time, Leonard Lindas got ahold of a copy of a letter which was prepared by Bob May (a copy of which is enclosed) stating that there was no legal reason for the Bureau of Public Roads to refuse Federal aid for this project.

On October 25, 1961, I again wrote to Mr. Polk with a request that they reconsider their previous decision as it was the opinion of our Legal Department that there was no provision in the Federal Law to make this project ineligible for Federal aid. I have, on numerous occasions, attempted to secure an answer to this October letter without success. Quite recently Mr. Dec, of the Bureau of Public Roads, stated that he probably would not get a decision for some time, as he understood that the Corps of Engineers could not grant the State a permit for a toll structure if the tolls were going to be continued in excess of thirty years. There is some such Federal Law in existence, although our permit from the Corps of Engineers is a straight license to build a structure and contains no contingent conditions.

This information is handed to you with the hope that possibly Mr. Whitton can stir up some action on this matter for us.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

Mr. David S. Black
General Counsel

July 11, 1961

Robert L. May, Assistant General Counsel

26-10

Oregon - Washington Toll Bridge Between Astoria, Oregon, and Point Ellice, Washington

This is in regard to your request that I review a proposed memorandum prepared by the Office of Engineering replying to Regional Engineer French's memoranda of April 27 and May 10 concerning the above subject.

The proposed memorandum states that interest payments on bonds and insurance premiums on the bridge would be considered operating costs under section 129 of title 23, United States Code. (We concur in this legal interpretation.)

In response to a second question, the proposed memorandum states that the proposed bridge is "financially unsound" and implies that Federal participation in such a venture would not be in accord with the terms and intent of section 129 of title 23, United States Code. We cannot concur in this portion of the proposed memorandum.

Whether the subject project should be approved for Federal participation is a matter of policy. Rejection of the project on the assumption that it is "Financially unsound" cannot be based upon legal limitations or requirements. An exhaustive search of the legislative history of section 129 fails to disclose any congressional intent that Federal participation in toll projects be limited to those which the Bureau determines to be "financially sound." On the contrary, the criteria seems to be traffic service rather than a profitable financial investment, although cost considerations are certainly involved.

Whether the subject project is approved for Federal participation is, as noted above, a matter of policy. However, a number of factors should be given consideration.

The highway involved is U.S. Route 101, a Federal-aid primary route, which extends from the Canadian border across Washington, Oregon and California to the border of Mexico. For a substantial part of its length the highway is immediately adjacent to the Pacific Coast, and is therefore of obvious strategic and defense value. The highway is uninterrupted along its entire length except at the Columbia River, which forms the boundary between Oregon and Washington

Traffic on U.S. Route 101 is carried across the Columbia River by a ferry system operated by the Oregon State Highway Department. Toll charges for use of the ferry system are substantial, and frequent delays are encountered due to heavy traffic in the summer months and bad weather in the winter months. Traffic on U.S. Route 101 can avoid the ferry only by traveling a substantial distance upstream to a toll bridge between Longview, Washington, and Ranier, Oregon. Latest information indicates that the ferry is being operated at a substantial deficit, and the chances of the tolls being substantially reduced or the service being substantially improved are extremely remote.

In considering this matter, the provisions of section 105 of title 23, United States Code, are considered to be most important. Subsection (a) of that section provides for the submission by the States of a program of proposed projects. Subsection (c) of section 105 requires that the Secretary "shall give preference to such projects as will expedite the completion of an adequate and connected system of highways interstate in character." (Emphasis added.) The connection of U.S. Route 101 at the Columbia River by a bridge, whether toll or free, seems to come squarely within the terms and intent of this section of the law.

In this connection, your attention is drawn to Report No. 2109 of the 69th Congress (dated February 16, 1927), concerning the so-called "Oldfield Act," which related to Federal assistance for toll facilities. This report contained the following statement:

> "***With the growth of the automobile industry and the general improvement in the highways of the country and the increase in transportation of persons and property by bus and truck, there is a general demand for the construction of bridges over the waterways of the country and avoiding the delays and the dangers that are incident to antiquated ferry systems. But so long as the States or the counties cannot use any of the Federal-aid funds allotted to them either for the construction of toll bridges or for the construction of roads leading to or from toll bridges, the States and counties will not themselves construct bridges, but will leave such improvements to be made by private capital. ***"

It should also be borne in mind that Federal participation will apparently be requested only in the approaches to the proposed toll bridge. The cost of such approaches is a comparatively minor part of the cost of the entire project. The cost of the entire project is such that construction thereof as a free facility is of doubtful practicability, whether it be constructed with Federal-aid or entirely as a State-financed facility.

The assumption that the proposed bridge is "financially unsound" is of doubtful propriety, even if correct. The legislative assemblies and State Highway

Departments of Oregon and Washington have evidently determined that construction of the bridge is in the best public interest. The fact that the state highway departments must subsidize the project is not controlling, since this situation exists in the construction of any free project.

The memorandum submitted to this office for review contains the statement that "after 30 years the estimated gross revenue will amount to about $1,125,000 less than the cost of operating and maintaining the bridge for the 30-year period, without applying any part of the revenues toward the original $22,000,000 cost of constructing the bridge." This statement appears to be deliberately erroneous and misleading.

Data compiled by the Oregon State Highway Department for the 30-year period indicates that the total cost of operation and maintenance will be $7,365,000, while the gross toll revenues during the same period will be $23,730,000. The balance of $16,365,000 will be devoted to payment of the cost of constructing the bridge. It may be true that the total debit at the end of the 30-year period may be in excess of the $22,000,000 cost of constructing the bridge. However, this figure ignores the cost of interest and other costs relative to the issuance of bonds, and is substantially less than the indebtedness at the beginning of the 30-year period. Review of the figures indicates that the proposed bridge can ultimately become toll free.

If financial feasibility is to become a criteria of Federal participation, then serious consideration must be given to the propriety of projects in which Federal funds have previously participated, and highways, bridges and tunnels which have been approved as parts of the Interstate System or other Federal-aid systems. Projects which come to mind are the Mobile, Alabama, tunnel, the New York Thruway System, the Pennsylvania Turnpike, and others.

It is the opinion of this office that the question of Federal participation in the subject project should be decided upon the basis of policy and traffic service. Rejection of the project cannot be justified upon the legal grounds stated in the proposed memorandum prepared in the Office of Engineering.

If you wish to discuss this, please let me know.

cc Mr. Allen
Mr. Williams
Files (2)
Gen. Counsel - Room 851
Legis - Room 837
Opinions Branch - Room 837
Chron - Room 839

O[illegible]ON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Division of Personnel
and Public Relations

62-2-S

EMpire 4-2171
Extension 439

January 4, 1962

FOR IMMEDIATE RELEASE

Robert W. Ellison, senior resident bridge engineer at Eugene, has been selected by the Highway Department for promotion to the position of special resident bridge engineer in charge of the construction of the new $24 million Astoria-Megler Bridge across the mouth of the Columbia River, it was announced today.

Ellison, who is 35, started with the department as an engineer-in-training following his graduation in civil engineering from Oregon State University in 1948. He has served as structural inspector, assistant resident bridge engineer, and resident bridge engineer at numerous locations in the state. He is a registered professional engineer.

Ellison is expected to arrive in Astoria within the next several weeks with a small crew which will be built up as work progresses. E. J. Hall, resident construction engineer, has been on the site for several months and is responsible for the location survey.

The bridge will stretch 4.1 miles from Astoria, Oregon to Point Ellice, near Megler, Washington, a length that will make it one of the longest bridges in the United States. From the south, the new section of U. S. 101 will begin at a toll station just off Astoria's Marine Drive, curve counterclockwise through a full 360 degrees as the Astoria approach raises to the ship channel, make a long leap high across the main ship channel near the south river bank, drop to 25 feet above sea level for more than 10,000 feet across the sometimes--dry Desdemona Sands, then rise briefly again for 70 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

The bridge will be constructed at a location subject to some of the toughest attacks of nature. The structure is designed to withstand gusts of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast. Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

#

F-003-1(16) Astoria Br. Steel Superstructure, Columbia River Br. 1963
#6268 Folder # 5

CHAPTER 345

AN ACT

[H. B. 1457]

...ng to state highway bonds; creating new provisions; and ...ending ORS 366.7021 and 366.7029.

...*Enacted by the People of the State of Oregon:*

Section 1. ORS 366.7021 is amended to read:

...6.7021. (1) In addition to the authority now vested by law ...e commission to issue and sell state highway bonds of the ... of Oregon, and notwithstanding the limitations contained ...ther laws, the commission, subject to subsection (2) of this ...on, shall issue and sell state highway bonds of the State of ...gon to provide funds to defray the costs, *incurred after March 1,* ...l, of location and construction of a bridge over the Columbia ...ver ~~[at or near Astoria, Oregon, and the cost]~~, *but excluding costs* ... location, relocation, improvement, construction ~~[and]~~ *or* recon- ...uction of *approaches as shown and described in "A Report On A Proposed Bridge Across The Columbia River," prepared by the Oregon and Washington State Highway Commissions, dated January 1959.* ~~[state highways necessarily incidental to such bridge.]~~ For ...ch purposes the commission shall issue bonds in the aggregate ...incipal sum of not to exceed $24 million par value.

(2) The commission shall not issue bonds under subsection (1) ... this section unless and until ~~[a valid and enforceable contract to which the State of Oregon and the State of Washington are parties, is executed whereby, among other things, the State of Washington is bound to pay promptly, as they become due, not less than 50 percent of the principal, interest and other charges incidental to the issuance, sale and retirement of the bonds and of the costs of maintenance and operation of the bridge to the extent that revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge are insufficient for payment of such principal, interest and other charges and of the costs of such maintenance and operation.]~~ *the State of Washington, by law, has imposed, to the extent provided in subsection (3) of this section, a first and prior charge against all revenues subsequently derived from the proceeds of state excise taxes on motor vehicle fuels directed by law to be deposited in the Washington motor vehicle fund available for Washington State Highway Commission purposes, and an agreement or agreements have been entered into between the Oregon State Highway Commission and the Washington State Highway Commission whereby, among other things, the State of Washington is bound to pay from any moneys in the Washington motor vehicle fund not otherwise pledged or from any other source available to the Washington State*

Highway Commission for such purpose the amounts as provided in subsection (3) of this section.

(3) To the extent that revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge referred to in subsection (1) of this section in any year are insufficient to provide for the payment of principal, interest and other charges incidental to the issuance, sale and retirement of the bonds referred to in subsection (1) of this section and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of this section or such refunding bonds, the State of Oregon shall pay the first $100,000 of such deficit for such year, and the State of Washington shall pay, when due, 40 percent of the balance of such deficit for such year; except that in no case shall the portion of such deficit paid by the State of Washington exceed $200,000 in any such year.

~~[(3) As soon as possible after May 4, 1959, the commission shall enter into negotiations with the appropriate officials of the State of Washington with respect to a contract referred to in subsection (2) of this section so that such a contract may be executed as soon as possible.]~~

~~[(1) In addition to the authority now vested by law in the commission to issue and sell state highway bonds of the State of Oregon, and notwithstanding the limitations contained in other laws, the commission may issue and sell state highway bonds of the State of Oregon to provide funds to match funds made available to the state by the Federal Government to defray the costs of location, relocation, improvement, construction and reconstruction of state highways and bridges. For such purposes the commission may issue bonds in the aggregate principal sum of not to exceed $1 million par value.]~~

Section 2. ORS 366.7029 is amended to read:

366.7029. In addition to the other provisions of ORS 366.7020 to 366.7030 relating to the payment of the principal, interest and other charges incidental to the issuance, sale and retirement of bonds issued under subsection (1) of ORS 366.7021 *and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of ORS 366.7021 or such refunding bonds, and notwithstanding any other provision of law,* all revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge referred to in subsection (1) of ORS 366.7021, ~~[including the approaches thereto, constructed in whole or in part with moneys obtained from the sale of bonds under subsection (1) of ORS 366.7021]~~ shall be used for the following purposes in the following order:

~~[(1) Payment of the costs of maintenance and operation of the bridge, and then]~~

? amounts as provided

rom the imposition and
the use of the bridge
in any year are insuffi-
pal, interest and other
etirement of the bonds
and refunding bonds
refunding outstanding
tion or such refunding
$100,000 of such deficit
shall pay, when due,
such year; except that
paid by the State of
ar.
~~a. the commission~~ ~~shall~~
~~officials of the State~~
~~rred to in subsection~~
~~be executed as soon~~

~~l by law in the commis-~~
~~State of Oregon, and~~
~~laws, the commission~~
~~of Oregon to provide~~
~~the Federal Govern-~~
~~improvement, construc-~~
~~For such purposes~~
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of ORS 366.7020
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eation of the

(1) Payment of all costs of toll collection and insurance in the event the bridge is insured; and then

(2) Payment of the principal, interest and other charges incidental to the issuance, sale and retirement of the bonds issued under subsection (1) of ORS 366.7021 *and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of ORS 366.7021 or such refunding bonds.*

Section 3. (1) The agreement or agreements referred to in subsection (2) of ORS 366.7021 shall contain, among other things:

(a) A provision that the Oregon State Highway Commission, after consultation with the Washington State Highway Commission, shall fix the classifications and amounts of tolls to be imposed and collected for the use of the bridge referred to in subsection (1) of ORS 366.7021, and, after consultation with the Washington State Highway Commission, may revise such classifications and amounts if deemed necessary, and the time or times when such tolls shall first be imposed.

(b) A provision that any and all contracts for the construction of the bridge referred to in subsection (1) of ORS 366.7021 shall be awarded in the name of the State of Oregon by and through the Oregon State Highway Commission, or the State of Washington by and through the Washington State Highway Commission, or both.

(c) A provision that each state shall have full power to design and construct approaches to the bridge referred to in subsection (1) of ORS 366.7021 within the respective boundaries of each state. Such approaches shall constitute a part of the state highway system of each state and the cost of design, right of way and construction thereof shall be borne by the respective states from any funds available for such purposes. In the event design or construction of approaches is included in any contract for the construction of the bridge, the cost of such approaches within the respective boundaries of each state shall be segregated and paid for by the respective states.

(2) The agreement or agreements referred to in subsection (2) of ORS 366.7021 may contain, among other things:

(a) A provision that the State of Oregon, the Oregon State Highway Commission and any other duly constituted agency of the State of Oregon, and the State of Washington, the Washington Toll Bridge Authority, the Washington State Highway Commission and any other duly constituted agency of the State of Washington, shall be reimbursed out of the proceeds of the sale of the bonds referred to in subsection (1) of ORS 366.7021 for any advances they may have made or expenses they may have incurred after March 1, 1961, for any of the purposes for which such bonds may be issued and sold, after duly verified, itemized statements of such advances

and expenses have been submitted to and jointly approved by the Oregon State Highway Commission and the Washington State Highway Commission.

(b) A provision that during the period of operation of the bridge referred to in subsection (1) of ORS 366.7021 as a toll bridge all or any part of the maintenance and repair work may be performed by either the Oregon State Highway Commission or the Washington State Highway Commission, with a provision for payment of the costs of such maintenance and repair one-half from the Oregon State Highway Commission and one-half from the Washington State Highway Commission.

Section 4. The bridge referred to in subsection (1) of ORS 366.7021 shall be operated as a toll-free bridge whenever the principal, interest and other charges incidental to the issuance, sale and retirement of all bonds issued under subsection (1) of ORS 366.7021 and refunding bonds issued under ORS 366.7026 for the purpose of refunding outstanding bonds issued under subsection (1) of ORS 366.7021 or such refunding bonds, have been fully paid, unless the State of Oregon and the State of Washington agree through their respective highway commissions to continue operation of the bridge as a toll bridge and to use the tolls to reimburse, in whole or in part, the State of Oregon and the State of Washington for funds advanced to pay such bond principal, interest and other incidental charges.

Approved by the Governor April 27, 1961.
Filed in the office of Secretary of State April 27, 1961.

CHAPTER 346

AN ACT

[H. B. 1735]

Relating to disposition of fines of the commercial fishing laws; amending ORS 506.630; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

Section 1. ORS 506.630 is amended to read:

506.630. *One-half of* all fines imposed *in justice courts* for the violation of any of the laws relating to or regulating commercial fishing and collected in money shall be paid to the treasurer of the county in which the action or proceeding is commenced *and credited to the general fund of the county.* The district attorney of the county, upon payment of any judgment, shall satisfy it of record as attorney for the state. ~~[One-half of all such moneys shall be paid to the fish commission by such county treasurer within 30 days after he receives the moneys, together with an itemized statement thereof. The fish commission shall deposit these moneys with the State Treasurer~~

RECEIVED
JAN 2 1962
FOR FILING
E-003-1 (14)
6261

December 29, 1961

Senator Daniel A. Thiel
2625 Irving Avenue
Astoria, Oregon

Dear Senator Thiel:

I have fimally gotten together the information on the foundation exploration for the Astoria Bridge which you asked for in your letter of November 29.

We first took bids on this work in June of 1961. The A. M. Jannsen Drilling Company was the low bidder in the amount of $38,550. Our estimate of the reasonable price for the work which we had specified was $29,500. All bids were rejected and we were directed to readvertise the work. Upon the second bidding in July 1961, the low bidder was again the A. M. Jannsen Drilling Company in the amount of $37,560. This was still so far above our estimates of a reasonable price that bids were rejected and we proceeded to do the work with our own forces.

It is very difficult to compare the actual costs with the amounts bid in the proposals. For instance, we had asked for a bid on seven drilled holes to go to a depth of 100 feet below the river bed. We actually drilled ten drilled holes and several of these holes went considerably deeper than we had called for in our proposal, the deepest one extending 209 feet below the river bed.

All told, we put in 1,324 feet of drilled and cased holes, whereas we had received bids on only 700 feet. In addition to the drilled and cased holes, we had asked for eight jetted holes, also to extend 100 feet below the river bed. These jetted holes are considerably cheaper but do not give the sampling which we found we would need. Our total costs for the drilling and sampling, including both the drilled and cased holes and the jetted holes, have been $57,440.

In view of the fact that we almost doubled the footage of drilled and cased holes and that we went a great deal deeper, it is evident that our costs with our own crew were considerably less than would have been incurred had we gone ahead with the contract.

In addition to the foundation borings, we also have found it necessary to do a considerable amount of pile loading tests which were not called for in the contract specifications and which would have been done under a supplemental agreement or on a cost plus basis had the other work been placed under contract.

I trust this will give you the information which you asked for.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPixs

cc Mr. ForrestCooper
Mr. I. D. Merchant

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DEC 15 1961
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6261

December 14, 1961

Senator Daniel A. Thiel
2625 Irving Avenue
Astoria, Oregon

Dear Senator Thiel:

I am sorry that I have been delayed in answering your letter of November 29 concerning our drilling operations at the site of the Columbia River bridge at Astoria. Unfortunately, I was involved in an automobile accident and was laid up for several days.

I am assembling the information and will get it to you at the earliest possible moment.

We expect to have the grading completed at the Youngs Bay site some time next summer. As you know, the material in the Bay bottom is rather soft and it seemed advisable that some time be allowed for consolidation and settlement before we go too far with the completion of the work. We do hope to have the contract for the bridge under way late next year or at least early in 1963.

Please accept my wishes for a Merry Christmas and a Happy New Year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPtms
cc Mr. Forrest Cooper

DANIEL A. THIEL
2625 IRVING AVE.
ASTORIA, OREGON

COMMITTEES:
CHAIRMAN: WAYS AND MEANS
MEMBER: STATE AND FEDERAL AFFAIRS
NATURAL RESOURCES

STATE OF OREGON
OREGON STATE SENATE
SALEM

Astoria, Oregon
November 29, 1961

Mr. Glen Paxson,
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Curiosity has gotten the best of some people, including myself in this area, relative to the States operations on the test boring and pile driving in the Columbia river for the eventual construction of the Bridge.

If it would not be too much trouble for your office, I would like very much to have photo copies mailed to my office showing the cost figures on this work by the contractor doing this work. I would like to have all the data, such as the agreements and costs to date. If my memory serves me correctly, the Highway Department first called for bids which were too high as reported in the local press. It seems that I get many inquiries from my constituents, and in as much as this is public funds and public property, I would like to be able to know the facts. It is impossible for me to travel to Salem to pick up this information personally. Your help will be appreciated.

While on the subject of bridges, I note that the work at the Youngs Bay project is progressing very well. Could you enlighten me as to when the bids will be called for for this work.

It sure seems good to see a little activity in our area and it apparently has had good effects on the people as all seem to be enjoying better winter business than for many years in the past, during the pre-Christmas holiday.

Best regards.

Sincerely,

RECEIVED
NOV 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1961
OREGON
STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1961

SUBJECT:

To: Mr. Ivan Merchant
Bridge Engineer
D e p a r t m e n t

Please refer to the last paragraph of the December 1 letter from the S. P. & S. Railway signed by H. F. Moy.

We furnished Mr. Moy with preliminary plans of the relocation of Kingston Avenue in Astoria and I have discussed this relocation with him. Upon completion of the plans, he will be furnished with final copies. We are at present preparing a map for P.U.C. hearing of the necessary railroad crossing on this relocation. This will be submitted to you as soon as completed.

J. D. Walker
Division Engineer

JDW:AM

Copy for GSP

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 5 1961 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 5 1961

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

December 1, 1961

Mr. Ivan D. Merchant
Bridge Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Merchant:

I refer you to your letters of November 2, and November 29, 1961, relative to the construction of the trans-Columbia Bridge at Astoria, and to the prints that accompanied both letters.

The drawings and prints you have furnished have given me the information I desired relative to the clearances that will exist along your proposed retaining wall and our present spur track. As mentioned to Mr. J. D. Walker, the S.P.A S. Railway does have plans for the extension of our existing siding eastward from the Portway crossing up to and beyond the spur track in question and, therefore, must retain the full use of our right of way.

Before I can give you or the Highway Department my approval on your plans and encroachments due to this project, I will need additional information from Mr. Walker as to the relocation of Kingston Avenue that he discussed with me as new crossings of our right of way will be required as well as encroachments on same. Until this matter has been ironed out and meets with our approval, I am not in a position to proceed with the agreement or to give my approval to the Highway Department for this work.

Very truly yours

Chief Engineer

HFB—o

cc-Mr. J. D. Walker

November 29, 1961

Spokane, Portland and Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Attention: Mr. H. F. Hay
Chief Engineer

Re: Astoria Bridge Retaining Wall
No. 7949

Gentlemen:

Mr. J. D. Walker informs me that at a meeting in your office recently you requested a typical cross-section of the Astoria approach adjacent to your tracks.

I am enclosing four prints of our drawing no. 7949-C covering the plan and elevation of the proposed wall. A typical section at the high point is also shown, which section would be typical for the wall throughout the wall length except for dimensions of the wall. Your attention is called to the revised railroad stations of the beginning and end of the wall.

The permanent easement requested of you in my letter of November 2 should be revised to reflect the stations indicated on the attached drawing. As indicated in my previous letter, we will request a permanent easement of 5-feet on your property for the construction of the retaining wall footing, and at that time I also requested a construction easement of 5-feet over the same length as the permanent easement.

Please advise me if there is anything further that you need on this project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
encl.
cc: J. D. Walker
Division Engineer

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NOV 28 1961
FOR FILING

November 28, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Portland-Vancouver
Columbia River Bridge

Attention: Mr. B. E. Wilcox

Dear Sir:

This is in reply to your letter of November 24, 1961.

The 1960 average daily traffic across the Columbia River Bridge between Portland and Vancouver was 33,013. For the first 10 months of 1961, the average daily traffic was 33,500. Traffic is increasing on the bridge at an average annual rate of 1½ per cent.

In 1959, the draw span was opened a total of 4,255 times, or an average of 11.66 openings per day. In 1960, the draw span was opened 1,141 times, or an average of 3.13 openings per day. In the first 10 months of 1961, the draw span was opened 538 times for an average of 1.77 openings per day.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

GSPrae

cc to: Mr. W. C. Williams
Mr. I. A. DeFrance

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPGW-4

24 November 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

Please furnish the following information, attention NPPGW-4, concerning the Interstate Bridge between Portland, Oregon, and Vancouver, Washington:

1. Recent vehicle traffic counts.

2. Estimated future vehicle traffic counts.

3. Number of openings of the drawbridge for the years 1960 and 1961 to date.

Sincerely yours,

for B. E. WILCOX
Chief, Engineering Division

Paxson

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NOV 27 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

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NOV 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

INTERSTATE BRIDGE

DRAWBRIDGE OPENINGS

Month	1959 Total Openings	1959 Total Time Hrs.	1959 Total Time Min.	1960 Total Openings	1960 Total Time Hrs.	1960 Total Time Min.	Av. Time	1961 open	1961 Min
December	296	25	39	77	9	29	7.39		
November	318	27	18	[illegible]	6	40	7.27 min		
October	308	26	27	[illegible]	6	36	7.07	46	4-34
September	341	28	58	[illegible]	7	14	6.38	36	3-[illegible]
August	403	34	55	[illegible]	7	28	6.59	36	3-[illegible]
July	403	35	13	[illegible]	6	8	6.69	86	6-[illegible]
June	381	34	34	[illegible]	9	49	6.6r	94	10-[illegible]
May	344	31	50	78	8	18	6.38 min	58	6-[illegible]
April	365	39	50	154	16	59	6.62 min	32	3-[illegible]
March	374	42	25	69	7	27	6.48 min	60	6-[illegible]
February	355	32	34	116	11	51	6.13 min.	52	6-[illegible]
January	367	40	32	256	26	10	6.13 min	58	[illegible]
	4255	393	435	1141	124	9			

Average: 5.64 min.

Av. 6.53 m[illegible]

538-10 Months

av. 11.66 Per Day

av 3.13 per day

ave 1.77 Per day, 6

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NOV 27 1961
FOR FILING

November 24, 1961

Mr. L. W. Jerry Hendrickson
Research Foundation, Inc.
314 Fairview North
Seattle 9, Washington

Dear Mr. Hendrickson:

Samples from our core drillings in connection with the bridge between Astoria and Megler have been turned over to the U. S. Engineers. I believe that Mr. Lloyd Ruff could have the information concerning them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RESEARCH FOUNDATION
INCORPORATED
"Progress Through Scientific Methods"
314 FAIRVIEW NORTH - MA 2-2488 - SEATTLE 9, WASHINGTON

November 21, 1961

REFERRED TO
State Hwy Engr.
BY SECRETARY

Highway Department,
State of Oregon,
Salem, Oregon:

Gentlemen:

Will you please advise where we may go to find information and samples of the core drillings, relating to the new bridge between Astoria and Meglar?

We wish very much to obtain the above referred to samples as we are interested in the black-sands found in the delta area od the Columbia.

Sincerely Yours

Research Foundation, Inc.

L. W. Hendrickson

lwh/drg

L. W. Jerry Hendrickson

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NOV 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1961

OREGON STATE HIGHWAY COMMISSION

FOR FILING Tabulation of Bids Received at 10 a.m. November 15, 1961

For Purchase of Oregon State Highway Bonds

	Total Interest Cost	Effective Interest Rate
$8,000,000, SERIES 1962-A		
Smith, Barney & Co. Halsey, Stuart & Co., Inc. C. J. Devine & Co. Continental Illinois National Bank & Trust Co. of Chicago Joint Managers, and Associates	$1,214,760	2.7608%
Bankers Trust Company First National City Bank Joint Managers, and Associates	1,194,184	2.71405%
Harris Trust and Savings Bank The First National Bank of Oregon, Portland The Chase Manhattan Bank And Associates	1,192,960	2.7112%
The First National Bank of Chicago Morgan Guaranty Trust Company of New York Account Managers, and Associates	1,179,040	2.679636%

BID OF THE FIRST NATIONAL BANK OF CHICAGO AND ASSOCIATES ACCEPTED

Historia Bridge

$12,000,000, SERIES 1962-B		
Smith, Barney & Co. Halsey, Stuart & Co., Inc. C. J. Devine & Co. Continental Illinois National Bank & Trust Co. of Chicago Joint Managers, and Associates	$7,605,600.12	3.4259%
Bankers Trust Company First National City Bank Joint Managers, and Associates	7,523,272.00	3.388861%
The First National Bank of Chicago Morgan Guaranty Trust Company of New York Account Managers, and Associates	7,461,880.00	3.361207%
Harris Trust and Savings Bank The First National Bank of Oregon, Portland The Chase Manhattan Bank And Associates	7,401,600.00	3.334%

BID OF HARRIS TRUST AND SAVINGS BANK AND ASSOCIATES ACCEPTED

NOTED
AND QUERY

Copy of this bid tab mailed to each of the above bidders (4) on 11-21-61.
" also sent to Maison (2). R L. Porter, Commissioners, Cooper, Williams, Paxson, Stephenson, Kinzua

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NOV 15 1961
FOR FILING
E-003-1(16)
6261

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Floyd Query, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the excerpt from the minutes of the meeting of the Oregon State Highway Commission of September 15, 1961, entered in Volume 46 of the minute book, pertaining to an agreement with the State of Washington covering construction of a bridge across the Columbia River at Astoria, has been compared by me with the original, and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 13th day of November 1961

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM

Salem, Oregon
September 15, 1961

The Oregon State Highway Commission met in regular session at 9:00 a. m., Pacific Standard Time, in the Conference Room of the State Highway Building. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
Mark H. Astrup, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl W. Jordan, Director of Travel Information
Floyd Query, Secretary

(Commissioner Jackson came in at 10:25 a. m. The plane in which he flew from Medford to Salem was not allowed to land at the Salem airport because of fog. The landing was eventually made at Corvallis and he traveled from Corvallis to Salem by car.)

* * * * * * * * * * *

The sale of bonds authorized by the 1961 Legislature was brought up by the Engineer. An agreement has been prepared covering construction of the Columbia River Bridge at Astoria, and he recommended that it be signed by the Highway Commission and that authority be granted to the Chief Counsel to arrange for the sale of bonds for the Astoria Bridge and the other two Highway bond issues as authorized by the 1961 Legislature. The Chief Counsel pointed out that in order to prepare a resolution to authorize sale of the bonds it is necessary to know the date of the bonds, when they are to be sold, and certain other details. He suggested that the Commission grant him authority to prepare the resolution to be acted on by the Commission at a later date, probably at the October meeting. In discussing the information to be placed in the resolution, Chairman McIver instructed that contact be made with representatives of some of the large banks, with the Auditor for the State Highway Department, with the State Treasurer's Office and with a responsible bond attorney. The Commission approved and signed the agreement with the State of Washington concerning the Columbia River Bridge at Astoria and authorized the Chief Counsel to prepare a resolution covering the sale of Highway bonds.

* * * * * * * * * * *

33213

The Commission approved and signed, or authorized the Secretary to sign in their behalf, the following agreements, deeds, and other papers:

* * * * * * * * * * *

33215

"Agreement" with the State of Washington covering construction of a new interstate bridge across the Columbia River between Astoria and U.S. Highway 101 on the north bank of the Columbia River, near Point Ellice and Megler, Washington.

* * * * * * * * * * *

33217

There being no further business to conduct, the meeting was declared adjourned by Chairman McIver.

/s/ W. C. Williams
State Highway Engineer

/s/ M. K. McIver
Chairman

/s/ K. N. Fridley
Commissioner

/s/ Floyd Query
Secretary

/s/ Glenn L. Jackson
Commissioner

September 15, 1961

RECEIVED
NOV 14 1961
FOR FILING

Salem, Oregon
November 13, 1961

Columbia River Bridge
at Astoria

Mr. Leonard I. Lindas

In accordance with your request, I attach three copies of the War Department's permits covering the Astoria Bridge across the Columbia River. Also attached to this is some of the correspondence. You may wish to detach this correspondence and send only the permits.

The original permit, dated September 18, 1958, showed a clearance above mean low water of 71.1 feet at the north or Washington end of the bridge. This is shown on Sheet 3 of the permit drawing. We applied for and received a modification of this permit, dated September 22, 1961, in which the clearance was set at 41.1 feet above mean high water. The length of the steel spans at the north channel were also changed from the original permit. The revisions are shown on Sheets 3 and 4 attached to this modification. Copies of both permits should be used in submission to the bond attorneys.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
NOV 13 1961
FOR FILING
F-003-1(16)
6268

Salem, Oregon
November 13, 1961

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Reference is made to your letter of November 10, 1961, concerning possible methods of financing the Oregon approach to the proposed Astoria-Megler Bridge.

Before any bond-financed idea is considered, I strongly recommend that we await an answer to my October 25, 1961, letter to Mr. Polk in which we requested that the matter be reconsidered for federal aid. We have reason to believe that the BPR General Council has ruled that there is no legal ground for rejecting this job as a federal-aid project and that we will ultimately get favorable consideration.

In the event that the Bureau rejects the project for federal aid, I recommend that every effort be made to construct the approach with 100% state funds and that bond financing be considered only as a last resort. From the best estimates that can be made now, our anticipated revenues for the next ten years will just about be sufficient to match available federal aid and meet existing bond payments. By careful planning I think we can someway and somehow save enough state funds for this purpose if we absolutely have to. Also, it seems to me that an additional bond issue by the Commission would give our next legislature certain justification to authorize more bonds, which, if done before 1970, could throw the highway financial picture into complete confusion.

In summary I recommend that no bond financing be considered at this time; that we continue in our effort to get the project approved for federal aid; should federal aid not be approved, that we attempt the project by 100% state financing; and should this procedure cause financial distress, the Commission could then authorize under ORS 366.637 enough short-term bonds to relieve the situation.

R. L. Porter
Office Engineer

RLP:bb

RECEIVED
OCT 25 1961
FOR FILING
Comet
Bridges
Interstate

October 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 24, 1961, which concerns Item 372, Project F-115(15), the Oregon approach to the Astoria-Megler Toll Bridge. It is our understanding that your approval of this item is contingent upon the condition that the tolls must be lifted at the time the bonded indebtedness is amortized.

You are correct in your understanding that the State of Washington would not agree to such a condition but has insisted that tolls remain in effect until such time as Washington's subsidy has been recovered. A careful review of Section 129(a) fails to bring out any conflict or inconsistency with this idea as it apparently provides only that no toll shall be charged after the public authority has been repaid.

We are of the opinion that the agreement between the States of Washington and Oregon in connection with the proposed Astoria-Megler Bridge is not in conflict with Section 129(a) U.S.C. and ask that our program request for Item 372, Project F-115(15) have your reconsideration. This is a matter of extreme importance to this State and an expeditious handling of this request will be appreciated.

Three copies of the Washington-Oregon Toll Bridge agreement are enclosed and your attention is specifically directed to paragraphs 2 and 4 of the General Provisions on page 8.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

cc: Forrest Cooper
J. W. Nash

RECEIVED
NOV 6 1961
FORM B-BOX BOM 7-60 20306
FOR FILING
F 4003-1 (14)
L 24 (

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1961

SUBJECT: Astoria Columbia River Br.
Bridge No. 7949

To: Glen Sorensen
Assistant Counsel

OFFICE

The alignment of the proposed Astoria Bridge is such that the Astoria approach overcrosses the S P & S Railroad tracks in the vicinity of Columbia Avenue and Melburne Avenue.

I am attaching herewith 12 prints each of Drawings Nos. P-40 and 17141, being the plan and elevation and vicinity map, respectively.

The railroad crossing is at the "L" line station 312+38.55 = railroad station 24+00. The angle of intersection is 76°, 14', 40" in the SW quadrant. The crossing is located in the SW ¼ of Sec. 7, T. 8, R.N 9, W WM.

Drawing P-40 indicates the arrangement of spans for the entire structure. On the right hand side of the drawing is shown the deck truss span between piers 171 and 172. The horizontal and vertical clearance is also shown in this drawing.

This structure is being built by the States of Oregon and Washington by means of a bond issue. It is a new crossing of the S P & S and is considered to be of no benefit to the railroad. No contributions in railroad funds will be requested for this crossing and the railroad will be reimbursed for its necessary expenses as permitted by PPM 30-3 with ammendments and additions thereto.

The things to be done by the State in this project are preparing plans and specifications, awarding a contract or contracts, and supervising the construction. Upon the completion of the project the state will maintain the overcrossing structure and all other highway appertainences.

The railroad, subject to reimbursement as noted above, should provide watchman and flagman services to protect its operations during the construction period. Upon completion of the project, the railroad should maintain its tracks, roadbed and any additional railroad appertainences.

Upon the completion of the project, it is estimated that there will be 600 vehicles per day using the structure. The average railroad traffic will be two trains per day with eight switch movements for a total of ten train movements at the site of the crossing per day.

Will you please prepare a petition for a PUC hearing for this project?

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Attachments
cc: G. S. Paxson

RECEIVED
NOV 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-003-1(16)
Lane

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 2, 1961

Spokane-Portland Railway Co.
1101 Northwest Hoyt St.
Portland 7, Oregon

Attention: Mr. H. F. May

Re: Astoria Columbia River Br.
Bridge No. 7949

Gentlemen:

The construction of the Astoria Bridge requires an overcrossing of your tracks in the vicinity of Columbia Avenue and Melburne Avenue.

Previously I had sent you prints of our Drawings Nos. 17139 and 17140 to aquaint you with the proposed crossing. I am enclosing two pints of our Drawing No. P-140 and two prints of Drawing No. 17141, the plan and elevation and vicinity map respectively for the proposed crossing, and which will be exhibits in the PUC hearing. A petition for a PUC hearing is now being prepared.

For your general information I am also enclosing two prints of a drawing entitled "Astoria Bridge Ramp". Two prints of Drawing No. 17142 are also enclosed indicating easement requirements for a retaining wall.

The proposed bridge crossing of your tracks is considered to be of no benefit to the railroad and no contribution of railroad funds will be requested in the construction of this project. The railroad will be reimbursed for its necessary expenditures as permitted by PPM 30-3. During the construction, the railroad should furnish watchman and flagman services to protect its railroad operations, and upon completion of the project the railroad should maintain the trackage and other railroad appertainences.

The Highway Department will prepare plans and specifications, award a contract, and supervise construction, and maintain the structure and its highway appertainances upon the completion of the project.

So that you may begin the preparation of the Railroad-Highway Agreement, the easement requirements have been indicated on Drawings Nos. 17141 and 17142. The permanent easement at the Overcrossing Structure being 50-feet in width and 25-feet on each side of the bridge center line.

Construction easement is being requested to permit of the pier construction of pier no. 171.

Drawing No. 17142 indicates 5-feet of permanent easement between railroad station 36+85 and 40+80. This permanent easement is to permit the construction of a retaining wall to retain the fill from the Astoria approach. The face of this retaining wall will be placed on the 25-foot railroad right-of-way line. The additional 5-foot of construction easement is for the contractor's use during the construction of the wall.

I have been informed by members of your staff that the Industrial Spur to the Cold Storage Plant is partly owned by the railroad and partly owned by the Cold Storage Plant. It will be necessary for the Highway Department to purchase this Cold Storage Plant and it is presumed that the ownership of the Spur Line will be included in the purchase price of the land.

To permit the wall installation and to clean up your right-of-way it would seem that the logical thing would be to have the railroad remove this Spur and credit the State for the value of the salvage materials less the removal cost.

Please advise me if there is any additional information that you require for the preparation of the Railroad-Highway Agreement.

It will be necessary that you furnish us an estimate of the railroad protective services.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:dl
Encl.
cc: Glen Sorensen
G. S. Paxson
Floyd Scott w/att prints of drawings #17141 and #17142

RECEIVED
NOV 3 1961
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING
F-C03-1(1)
6264

October 23, 1961

Mr. W. A. Bugge, Director
Division of Highways
Transportation Building
Olympia, Washington

Re: Astoria-Megler Columbia
River Bridge

Dear Sir:

We applied to the U. S. Engineers for a revision in the grade line over the north channel at the Astoria-Megler Bridge.

I am now in receipt of a revised permit covering these spans which calls for 41.1 feet of clearance above mean high water. Our design work on this structure should be predicated upon this clearance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

Mr. Merchant:

Please keep original of this permit in your file.

G.S.P.

RECEIVED
OCT 21 1961
FOR FILING

PALMBERG CONSTRUCTION CO.
ENGINEERS AND CONSTRUCTORS
DREDGING ◆ GENERAL ◆ PILEDRIVING
P. O. BOX 991 ASTORIA, OREGON PHONE FA 5-1831

F-003-1(6)
0261
REFERRED TO
late Hwy Engr
BY SECRETARY

October 12, 1961

Oregon State Highway Department
Salem, Oregon

Re: Test Drilling - Columbia River-Youngs Bay

Dear Sir:

Replying to your letter of October 3, 1961, reference subject, we do not understand why your representatives negotiated for proposals on an entirely different basis for this work. For instance, we were never asked for a price on barkie test piling in the proposals requested for this work, yet your Mr. Joe Skelton recently told the undersigned that you were paying Larson Construction Co. the sum of $1.05 per lineal foot for untreated barkie piling for these tests. As far as the barge drilling platform is concerned, we told your representatives that we could either erect a platform off the end of our barge, or we could secure a pontoon barge off the end of our barge such that it would be possible to work all around the drilling area which would permit escape from the casing in the event storms or currents required quick removal of the barge.

This job is now practically water over the dam and we have no intentions at this time of making an issue of what we consider your preferential treatment to other than a low bidder; but we do rather resent the recent efforts of your representatives to rent our #1 Vulcan steam hammer in order that it could be turned over to the Larson Construction Co. to perform test pile driving on which we were never given an opportunity to even quote.

Our firm has expended considerable time and effort, not only in providing quotations for the proposed test drilling prior to your ever calling for a contract for that work, but also in again submitting proposals after the bids submitted in response to your specifications were considered too high on two occasions. In consideration of what it has cost us to submit proposals on this work, we do not believe that it is asking too much that you submit copies of the contract with Larson Construction Co. to us without compelling us to go to the additional expense of coming to Salem to procure this information. As another bidder on the project, we believe we are entitled to a copy of the successful bid for our files and we would appreciate your sending these data to us.

RECEIVED
OCT 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,
PALMBERG CONSTRUCTION CO.

By H. G. Palmberg
H. G. Palmberg

Copy sent Mr. Merchant
October 13th. er
HGP/j

RECEIVED
OCT 3 1961
FOR FILING
General
Legislative
Intergovernmental

October 3, 1961

Palmberg Construction Company
Post Office Box 991
Astoria, Oregon

Re: Test Drilling - Columbia River and Youngs Bay

Gentlemen:

Receipt is acknowledged of your letter of September 27. The proposals submitted by you and by the Larson Construction Company were on a considerably different basis. Some items are on a lump sum price in one proposal and on an actual time charge on the others. It is the opinion of our field forces the proposal submitted by the Larson Construction Company is the most advantageous for the State.

One feature influencing the decision was the fact that with your equipment it would be necessary to build a platform outboard of the barge to handle the drilling, while with the Larson equipment drilling is done through a well in the center of the barge. In our opinion, this latter arrangement is greatly preferable.

Copies of our contract with the Larson Construction Company are on file in the Salem office and, being public documents, are open to your inspection any time you wish to see them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams
Mr. Ivan D. Marchant

Estimating Department

Painting

Barge Rental — $25.00/Hr — Barge $20.00/Hr (±20 Hrs)

Standby — No barge if without crew — $13.00/Hr (±4 Hrs) with watchman

Crew — Foreman, Deckhand, & Boat Operator (steam rig) — 1 man to assist state forces

Barge — Wood tape 40'x80' rig to lift ½ barge avail. at. for storage and working over. Deadlift pontoon built for 2/3 of barge & over water. Derrick instructed in rotation — Pontoon 3'x65'. Navy Pontoon 5'x47' Front ½ of barge clear for working & storage. Deadlift pontoon 30" well in center of deck. Derrick 360° rotation

Mover — $5.00 Lump sum — $10.00 per hour. Towage time has been 3 hours per move

We have resumed outboard operation on all operations and purchases of supplies which Brookfield Lumber Company has had in stock. The use of a small tug for general service has been up to $2.00 per hour, in place of the state owned West Wind. This is some $6.00 less in cost to the state per day and relieves us of much responsibility. In a steady time, we have not wanted to leave the barge on anchors without a man on board to adjust or let off if necessary.

PALMBERG CONSTRUCTION CO.

ENGINEERS AND CONSTRUCTORS

DREDGING ◆ GENERAL ◆ PILEDRIVING

P. O. BOX 991 ASTORIA, OREGON PHONE FA 5-1831

State Hwy Engr.

September 27, 1961

REFERRED TO Paxson
By State Highway Engineer

RID reply. for my signature

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Some time ago our firm gave quotations to your bridge department for equipment and services in connection with test drilling to be performed by your crews on the proposed Columbia River bridge site at Astoria, Oregon.

You have entered into a contract with Larson Construction Co. of Astoria, Oregon, for equipment and certain services for the aforementioned work, and we would like specifically to have a copy of the contract negotiated with Larson Construction Co. together with an explanation of why the said contract was negotiated when we have reason to believe that the quotations we submitted were less than those submitted by the Larson Construction Co.

NOTED
G. S. PAXSON

Very truly yours,

PALMBERG CONSTRUCTION CO.

By H. G. Palmberg
H. G. Palmberg

HGP/j

RECEIVED
SEP 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1961

FOR FILING
M. R. SNIVER, PORTLAND
KENNETH M. FRIDLEY, WASCO
GLENN L. JACKSON, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

FILED
C.361

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 28, 1961

NOTED
W.C. WILLIAMS

Mr. Delbert Johnson
Chief Counsel
Washington State Highway Department
Olympia, Washington

Dear Bud:

I am enclosing herewith a copy of a Resolution that will be presented to the Commission for their action on October 20th. I anticipate that on that date the Commission, if we are able to secure the approval of the Washington Highway Commission, will adopt the enclosed Resolution in order to sell Twelve Million ($12,000,000) Dollars of the Twenty four Million ($24,000,000) Dollars authorized by our legislature for the construction of the Astoria Bridge.

It is my understanding that this money will be used in connection with the contract to be awarded for the construction of the piers of the main river bridge. There will be no necessity for issuing the balance of the bonds until after that work is completed and the remaining money is needed in connection with the contract to be awarded for the construction of the main river bridge.

After you and your people have had a chance to go over this matter, we would be pleased to hear from you in connection therewith. In fact, there should be some official action taken in connection therewith since our agreement provides for the approval of the Washington State Highway Commission in the sale of the bonds, and I am quite sure our bond attorney will require us to

present to him some written document showing the approval of the Washington Commission.

I probably won't hear from you since I am going to leave for Denver on Monday. George Rohde, my assistant, will be in the office during my absence and if there is anything that you need in connection with this matter, please call upon him.

With warmest regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
Encl.
cc: G. E. Rohde
W. C. Williams

RECEIVED
SEP 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

NOTED
W. C. WILLIAMS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
September 1, 1961

Mr. Delbert Johnson
Assistant Attorney General
Washington State Highway Dept.
Transportation Building
Olympia, Washington

Re: Astoria Bridge

Dear Mr. Johnson:

Please find enclosed herewith six copies of revised draft of the proposed agreement between the states on the Astoria Bridge.

The same has been redrafted in accordance with Mr. Lindas' instructions to the effect that Washington desires to be reimbursed for its deficit before the tolls are removed. As a result we have revised the language in paragraph 4 on page 8 of the General Provisions and have added a new paragraph 5. We have drafted the language as closely as possible to Section 129, Title 23, U.S.C., since, in our opinion, said section entitles the states to retain tolls until "all of the costs of construction or acquisition" have been repaid. It is my understanding that the Bureau of Public Roads has, at the present, taken the position that the law requires a bridge to be toll-free merely upon the payment of the bonds and interest. However, this is a matter between the Bureau of Public Roads and the Oregon Highway Commission.

It is also our opinion Section 129 permits the costs of operation and maintenance to be deducted from tolls prior to paying the costs of construction or acquisition. Therefore, we have added a new paragraph 5 permitting the states, if they desire, to enter into a supplemental agreement allowing the costs of operations and maintenance to be paid from tolls until each state's deficit has been repaid. We have qualified our language in the new paragraph 5 since, as we read the Washington statute, as well as Oregon's, no provision is directly made for taking tolls to pay maintenance costs. However, nothing would prevent the legislatures, after the bonds have been paid, to amend their statutes and during the period the states are being repaid their deficit use the tolls to pay maintenance and operation. We believe this is within the Federal law, and, if we don't get such a provision in the agreement now, then we believe it would be too late and the Federal government might want any participation refunded if the legislatures should amend their laws.

Mr. Lindas would like to present the final draft to the Oregon State Highway Commission at its next meeting on September 15, and we would, therefore, deeply appreciate it if you could notify us as early as possible of any additions, deletions or corrections that you feel are necessary before the Commission executes this agreement.

Thank you very much for your assistance and cooperation in this matter, and Mr. Lindas has requested me to send you his best regards.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
enc. 6

cc: W. C. Williams
G. S. Paxson
L. I. Lindas

RECEIVED
SEP 1 1961

RECEIVED
SEP 5 1961
FOR FILING
F- 002 - (L)
G-301

STATE OF OREGON
DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
1069 STATE OFFICE BUILDING
PORTLAND 1

FIELD OFFICE
2033 FIRST STREET
BAKER
239 SOUTHEAST "H" STREET
GRANTS PASS

REFERRED TO
Paxson
State Highway Engineer

August 30, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Just a note to thank the Highway Department for its cooperation with the Department of Geology and Mineral Industries in furnishing us with the cores from the Astoria bridge drilling program.

We will examine these cores for the occurrence of foraminifera as an aid in identification of the formations. From this we will have a better idea of the structure in the Astoria area and the stratigraphic horizons first encountered below the nonconsolidated sediments. Although this will probably not be of any assistance to the Highway Department in its bridge program, I can assure you it will be of great help to us in delineating the geology of the State and will prove most interesting to the oil companies who are doing investigations off Oregon's coast at the present. We certainly appreciate the cooperation which Mr. Bill Hill has shown and extend our thanks to both you and him for making this information available.

I would also like to express my appreciation to the Highway Department's Travel Information Division, and especially to Mr. Carl Jordan, for furnishing us with photographs taken by that Division. These photographs have been forwarded to North American Aviation, Inc. to assist in the joint program of this Department and Planning & Development in obtaining lunar testing sites for eastern Oregon. The photographs furnished by Mr. Jordan will be used in a forthcoming article on lunar basing by North American with credit to the State Highway Department for the photographs.

You may be interested in knowing that this Department, in cooperation with the Geology Department of Oregon State University, is conducting a study of the surficial deposits occurring in the Willamette Valley from Oregon City to Eugene. This long-range program has a time table of seven years for completion. Distribution of sediments, geologic structures, and availability of building materials will be described in our study. If convenient, Prof. W.D. Wilkinson and I would like to discuss our project with you sometime this fall as we believe the State Highway Department may have data which could be useful in this study.

Once again thanks to your Department for the cooperation we have recently received.

Sincerely yours,

RECEIVED
AUG 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

HMD:jr

Hollis M. Dole
Director

NOTED

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AUG 23 1961
FOR FILING
F-0[illegible]-1(1)
(-2(-)

613 East Hobson Street
Walla Walla, Washington
Sunday, August 27, 1961

Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Query:

Thank you very much for your very prompt and sincere answer to my letter to you of August 23rd in regard to the design of the Astoria-Megler Columbia River Interstate Bridge as to its accomodating a double or four track railroad right-of-way.

This idea would come under the scope of Multiple Purpose right-of-ways for all forms of transportation, communication, and utility. Roughly such as pipelines for gas, water, oil and the like and communications and power such as telephone, telegraph, and electric power transmission lines as well as railroad, highway, monorail and pedestrian right-of-ways and would take into account the future as well as the present. It may be that our country and the interested states of Oregon and Washington will have only one chance to do this great thing in the right way and in the correct,manner. There is only one great Columbia River to be crossed at or near its mouth and let us be sure that it is done rightly. Of course there is also the possibility that at sometime in the future a tube or conduit will be built under the course of the river between or near the same points but that is problematical at the present.

I am sure that there have been no overtures made by any railroad companys for joint right-of-ways over this structure and I doubt if there ever will be I am sorry to say. Such a move or a lead by the railroad transportation lines is not likely to be forthcoming either now or in the future as things presently are constituted. This does not say that there is not sufficient justification for such entry on their part. However, I just don't believe that they are going to either advance or put forth any effort in that direction.

The Huey P. Long bridge across the Mississippi River near New Orleans, La. is owned by the New Orleans Public Belt RR Co. and is a municipally owned and operated affair with trackage rights to the Southern Pacific Lines(T.& N.O.) and the Missouri Pacific-Texas Pacific RR system. Undoubtedly a bridge of this character at the mouth of the Columbia River would have to be a quasi-public endeavor of the two states and the federal government.

The Columbia River is still the largest river in the world without a major city at its mouth. That statement is not original with me but what a important and significant statement it is. Will it ever be remedied in the right manner and in the right way?

Thanking you again for your very kind and fine answer to my previous letter I remain

Very truly yours,

David W. Gibson

David W. Gibson

RECEIVED
AUG 25 1961
FOR FILING

August 24, 1961

Mr. David W. Gibson
613 East Hobson Street
Walla Walla, Washington

Dear Mr. Gibson:

This is to acknowledge your letter of August 23 in which you suggest that the Astoria-Megler Columbia River Bridge be so designed as to accommodate a double or a four track railroad right of way.

In the present plan for construction of this bridge the funds will be provided through a bond issue for a highway bridge. Most railroads are privately owned, and if the bridge were to be designed to accommodate railroads, it would be necessary to secure financial participation by some railroad company. I do not believe that this angle has been explored, but there have been no overtures made to the Highway Department by any railroad company for use of the bridge by their tracks.

The fact that you have written a quite carefully considered letter on this matter indicates your interest in highway affairs, which we appreciate.

Your letter is being forwarded to Mr. W. C. Williams, State Highway Engineer, for his consideration.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: W. C. Williams

613 East Hobson Street
Walla Walla, Washington
Wednesday, August 23, 1961

Oregon State Highway Commission
Oregon State Highway Department Building
Salem, Oregon

Dear Sirs:

In the planning of the Interstate Astoria-Megler Columbia River Bridge, serious consideration shown be given in the design of this bridge that it be so designed that a double or four track railroad railroad right-of-way be incorporated in the plans whether the railroad deck or extension be built at present or not. This would be similar to the joint Railway-Highway Huey P. Long bridge at New Orleans, La.

Our military stategists have always contended in their classical theory of an invasion of the Pacific Northwest that the invading forces would concentrate their heaviest forces at Gray's Harbor instead of the mouth of the Columbia River, which river is the water-level Pass to the vast Inland Empire. It is also a fact that the only shelling of the continental United States occured a mile or two below the former Fort Stevens during World War II. Under no circumstances in the planning of National or International Defensens or Offensive should we like Hitler overlook the supreme importance of the most economical and most reliable form of land transportation our Railroads. Nothing simply nothing can even remotely take their place or their improvement and continued growth. This should also be taken up with the proper Federal Authorities.

i

It is a little known fact that the orginal channel of the Columbia River ran on the north side of the Columbia River and that Baker Bay at Illwaco is still the best protected harbor from the Northwesters in the Lower Columbia River area. The Army Engineers and the Coast Guard Service and other related groups can always dredge out any harbor and any channel and give the effect and purpose of a double-track channel which in times of stress and strain would be highly effective at the mouth of the Columbia River. If the C. M. St.P. & P. railraod company were to connect up their line at Raymond and South Bend, Wash. with their connection at Longview, Wash. through Cathlamet, Wash. and Knappton, Washington the Lower Columbia River area would assume even greater importance of a far better rounded importance than it now does. Such a possibility is not entirely without foundation.

Do not sell this proposition short but rather give it careful and prayerful consideration and study. This LINK is imperative and significant, let us not let it escape.

Respectfully yours, David W. Gibson

David W. Gibson

RECEIVED
AUG 29 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: August 24, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Oregon Program -- Federal-aid Primary Funds

Our July 27, 1961 memorandum on the above subject advised you that program approval of Item 372, Project F-115(15), Oregon Approach to the Astoria-Megler Toll Bridge, was being held in abeyance pending receipt of review comments from our Washington, D. C. office.

Advice on this matter was received from Assistant Commissioner Williams in an August 9, 1961 memorandum which was handed to your Chief Counsel on August 11, 1961 to expedite furnishing you the information. This was done since it was understood that the State of Washington desired to approve an agreement on August 21, 1961 which would not meet the pertinent provisions of the memorandum now quoted as follows:

"With respect to the subject Oregon-Washington toll bridge project situation, we have received an opinion from the General Counsel to the effect that in such case, where a toll bridge is proposed as being substantially in the public interest, the fact that the State highway departments must partially subsidize the project from other than toll revenue funds is not a controlling factor insofar as its eligibility for Federal-aid participation is concerned. In other words, if the requirements of Section 129(a) of Title 23, U.S.C., are met concerning the freeing of the bridge from tolls in a reasonable period of years, the soundness of the investment becomes an administrative consideration.

In the subject case the financial tabulations furnished with your memorandum show that the two States propose to provide subsidy amounts on an annual basis over a 33-year period which, together with the anticipated tolls to be collected, will assure the liquidation of the bonds issued and the costs of operation and maintenance over this period of time. Assuming that this subsidy schedule will be converted into a firm commitment by each State, and that you receive acceptable assurance from both States that they will not extend the period of toll collection, (after the bond commitments have been paid), for the purpose of recovering their subsidizing funds, we would be agreeable to

ADOPTED

-more-

the approval of Federal-aid participation in the cost of otherwise eligible work of the proposed Oregon project for the bridge approach in that State."

We understand that the Washington Department of Highways now objects to freeing the bridge when the bonds have been paid. However, if any solution to this problem can be determined, it will then be necessary for you to submit an agreement as outlined in Section 129(a) of Title 23, U.S.C. for approval by our General Counsel. An example of such an agreement for the Union Bay-Evergreen Point Toll Bridge in Washington is attached for your information.

We assume that your agreement with the State of Washington, when and if executed, should be included as an exhibit. Modification of the provisions in line with our Washington office decision also would appear to be appropriate.

Attachment

RECEIVED
AUG 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1961
FOR FILING
Comm
Bridges
Intercoastal
Victoria

August 22, 1961

The District Engineer
Corps of Engineers, U.S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Under date of June 19, 1961, the State Highway Department submitted a request for a modification of the permit for the bridge crossing the Columbia River between Astoria, Oregon and Megler, Washington, and asked that the vertical clearance over the north channel be reduced from the 71.1 feet, authorized in the original permit, to 40 feet.

Subsequently, the Columbia Basin Operators protested the reduction in clearance in a letter to your office. Conferences have been held with the Columbia Basin Operators and on August 18, 1961 they notified your office that their protest would be withdrawn, provided a vertical clearance above mean high water of 41.1 feet was given. This revision is satisfactory to the State and I request that the drawing submitted with the application be revised to show a vertical clearance of 41.1 feet above mean high water.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:er

cc Captain Homer T. Shaver, Chairman
Bridge Committee of the CBRO
4900 N. W. Front Avenue
Portland, Oregon

Mr. Thomas White
Jackson Towers
Portland, Oregon

Mr. Ivan Merchant

August 18, 1961

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

RE: NPPKW-1.4
NPP 800.6 (Col.R.Bridges)-7

Dear Sir:

On October 29, 1961, this association protested the proposed vertical clearance of the north span of the authorized bridge between Astoria, Oregon and Point Ellice, Washington of 41.1 feet above mean lower low water.

Since that time, a committee representing this association has met with representatives from the Oregon State Highway Commission in an endeavor to reach a satisfactory solution between these two bodies. As a result of the understandings reached at these meetings, the Columbia Basin River Operators hereby agrees to withdraw its previous protest providing the clearance objected to is raised to 41.1 feet above high water.

Very truly yours,

THOMAS J. WHITE,
Secretary

TJWimm

cc: Capt. Homer T. Shaver,
Chairman, Bridge Committee of the CBRO

Mr. Glen Paxton,
Oregon State Highway Commission

RECEIVED
AUG 21 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
AUG 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1961
FOR FILING

June 19, 1961

District Engineer
Corps of Engineers, U. S. Army
623 Pittock Block
Portland 5, Oregon

Re: Columbia River Bridge
at Astoria

Dear Sir:

Under date of September 29, 1958, a permit was issued for the construction of the interstate bridge across the Columbia River between Astoria, Oregon and Megler, Washington. This permit called for a vertical clearance of 71.1 feet over the secondary channel adjacent to the Washington shore. Since that time, we have had considerable correspondence with the navigators using that section of the river, and it seems that the vertical clearance over this secondary channel can be reduced to 40 feet. I enclose herewith Therm-Fax copies of correspondence with the navigation interests.

I also enclose a tracing and four prints of Sheets No. 3 and No. 4 of the drawings which became a part of the 1958 permit. These show a vertical clearance above mean low water of 41.1 feet. It is requested that your office consider a revision of the original permit to reduce the required vertical clearance to 41.1 feet.

The revision of Sheet No. 4 is submitted only to show the extension of the pile trestle northerly from the location shown on the original drawing.

You will note that some of the correspondence mentions the alteration of the design to provide piers and substructure which could be converted into a lift span at a future date. Our investigation does not show that the probability of any navigation requiring higher clearances is great enough to justify the expenditure, and I am, therefore, submitting the revision without this provision for a future draw span.

Very truly yours,

W. C. Williams
State Highway Engineer

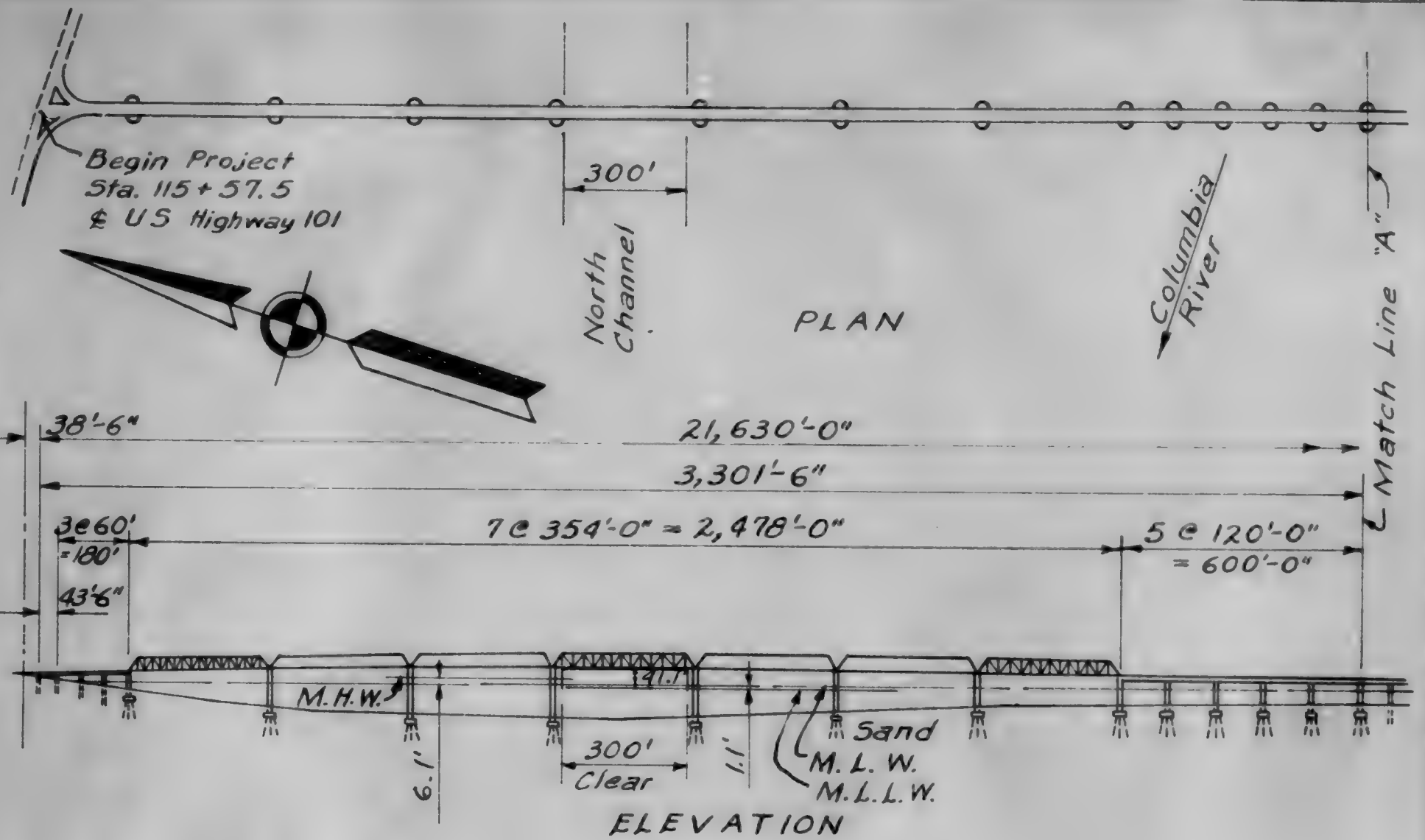
By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

Attach.

GSP:ae



200 500

Scale in feet

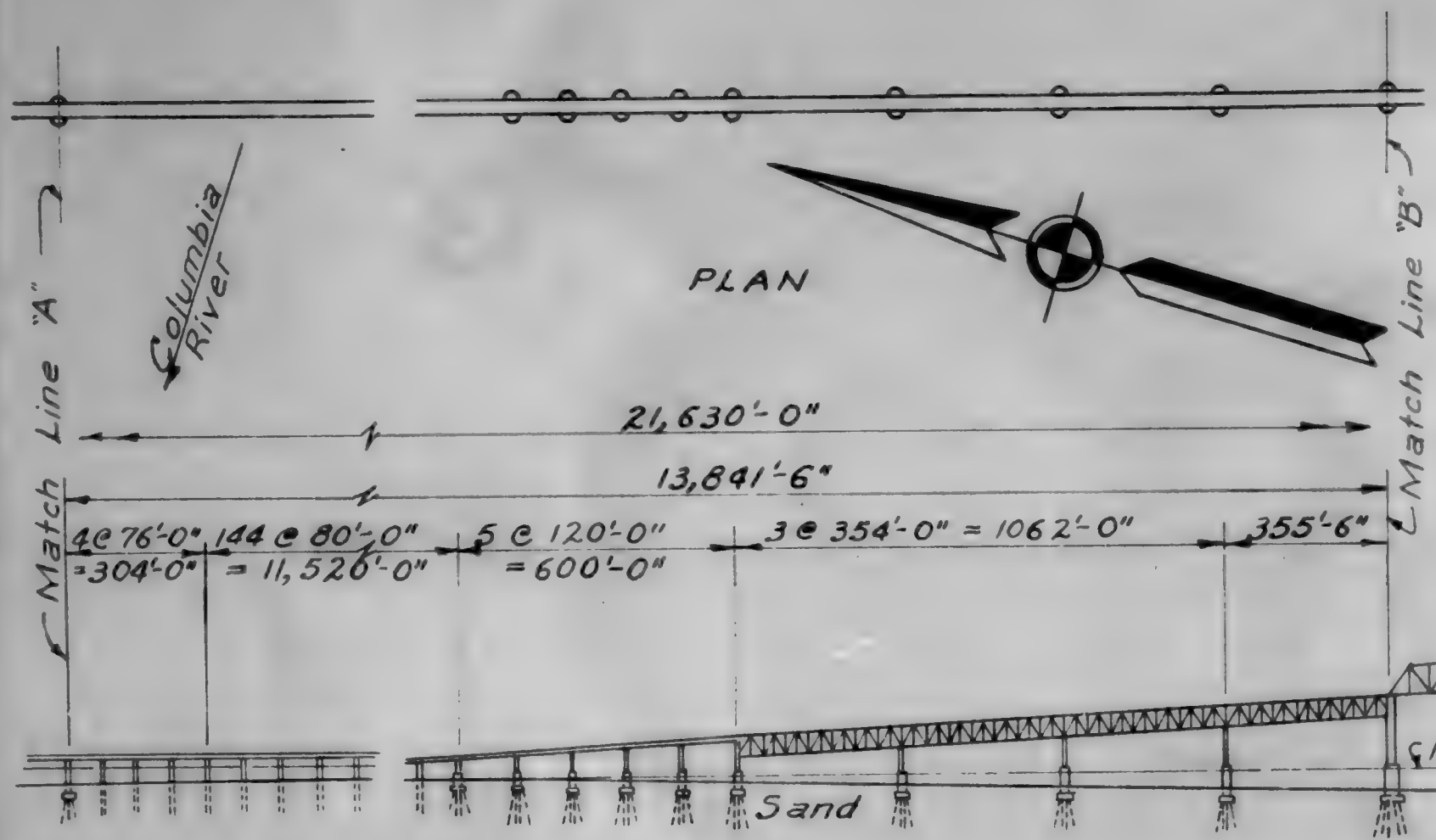
Clearances are in feet and refer to M.L.W. M.L.W. is 1.82' below M.S.L.

APPROVED
PORT OF ASTORIA ORE.

PRESIDENT

ASS'T. SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA, ORE. & PT. ELLICE, WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JUNE 6, 1961 M.K. SHEET 3 OF 5



ELEVATION

200 500

Scale in feet

APPROVED
PORT OF ASTORIA ORE.

PRESIDENT

ASS'T. SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA, ORE. & PT. ELLICE, WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JUNE 6, 1961 M.K. SHEET 4 OF 5

U S ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPED-4

October 7, 1958

Oregon State Highway Commission

Salem, Oregon

Paxson

Gentlemen:

Inclosed is an instrument signed 29 September 1958 authorizing the Oregon State Highway Commission, Washington State Department of Highways, and the Washington Toll Bridge Authority to construct a bridge across Columbia River between Astoria, Oregon and Point Ellice, Washington.

The instrument authorizes the work in accordance with the approved location and plans shown on the prints which are attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

It is requested this office be notified sufficiently in advance of the dates for commencement, suspension, resumption and completion of the work in order that inspections may be made at appropriate times.

Very truly yours,

J. NEWTON COX
Lt. Colonel, Corps of Engineers
Deputy District Engineer

Incl.
Instrument dtd 9/29/58

NOTED
G. S. PAXSON

Original to
Mr. Muckerman

Whereas *by Title V of an act of Congress approved August 2, 1946, entitled General Bridge Act of 1946 (33 U. S. C., 525-533, as amended) the consent of Congress was granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States;*

And whereas *section 502(b) of said act provides that: "The location and plans for such bridges shall be approved by the Chief of Engineers and the Secretary of the Army before construction is commenced, and, in approving the location and plans of any bridge, they may impose any specific conditions relating to the maintenance and operation of the structure which they may deem necessary in the interest of public navigation, and the conditions so imposed shall have the force of law;"*

And whereas the ——— OREGON STATE HIGHWAY COMMISSION, WASHINGTON STATE DEPARTMENT OF HIGHWAYS, AND WASHINGTON TOLL BRIDGE AUTHORITY ——— have *submitted plans and a map of the location of a bridge to be constructed across* COLUMBIA RIVER between Astoria, Oregon and Point Ellice ——— *in the State of* Washington ———;

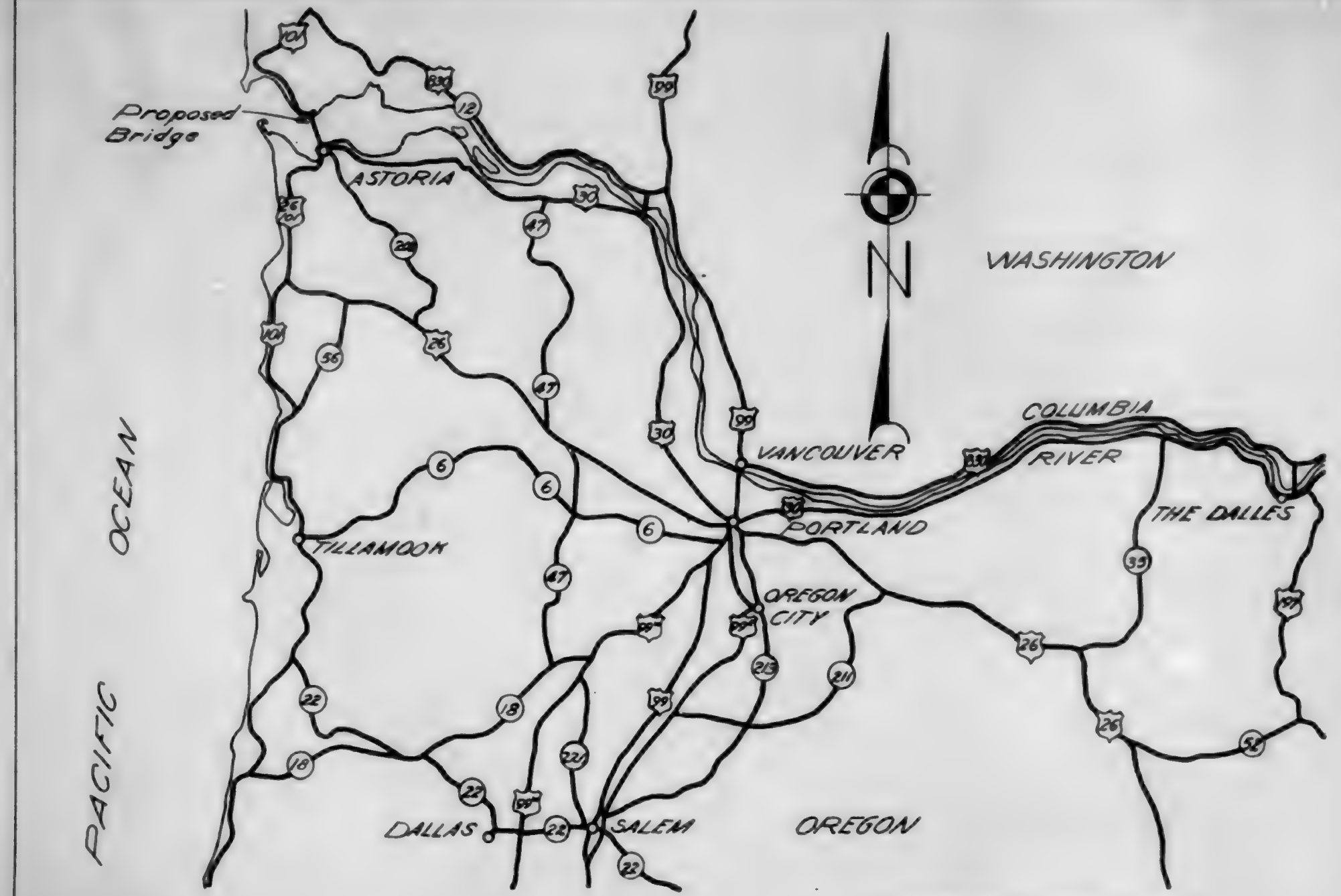
Now therefore, *This is to certify that the location and attached plans are hereby approved by the Chief of Engineers and by the Secretary of the Army, pursuant to the above-mentioned act of Congress, subject to the following conditions:*

1. The district engineer in charge of the locality within which the bridge is to be built may supervise its construction in order that said plans shall be complied with.

2. All work shall be so conducted so that the free navigation of the waterway shall not be unreasonably interfered with and the present navigable depths shall not be impaired. The channel or channels through the structure shall be promptly cleared of all falsework, piling, or other obstructions placed therein or caused by the construction of the bridge, to the satisfaction of the said district engineer, when in his judgment the construction work has reached a point where such action should be taken, and in any case not later than ——ninety— days after the bridge has been opened to traffic.

Encl. 10

original given
Bridge Dept.



VICINITY MAP

0 10 20 30

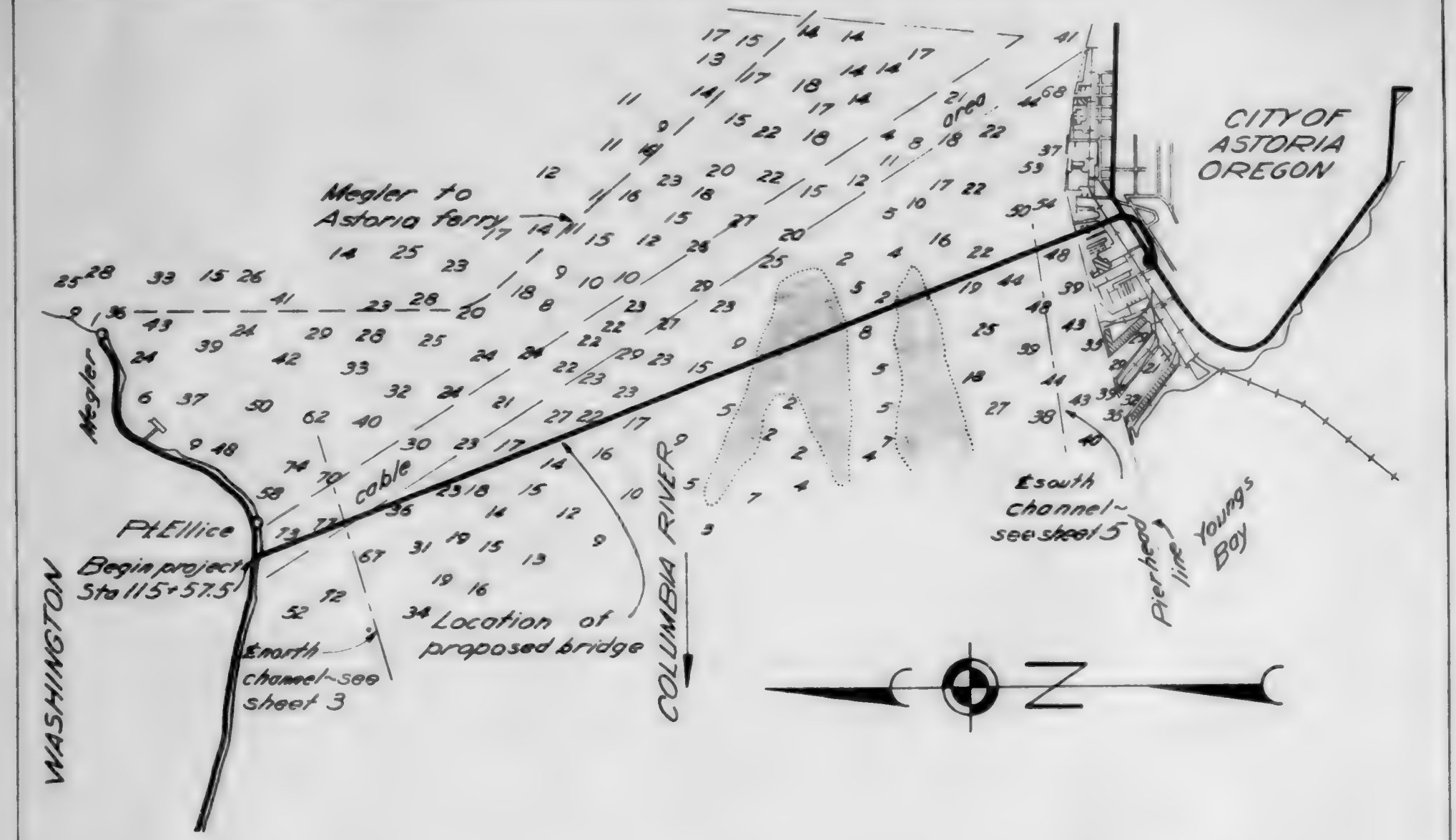
Scale in miles

APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 17 1958 SHEET 1 OF 5



LOCATION MAP

Traced from U.S.C. and G.S. chart No. 6151

0 2000 5000

Scale in feet

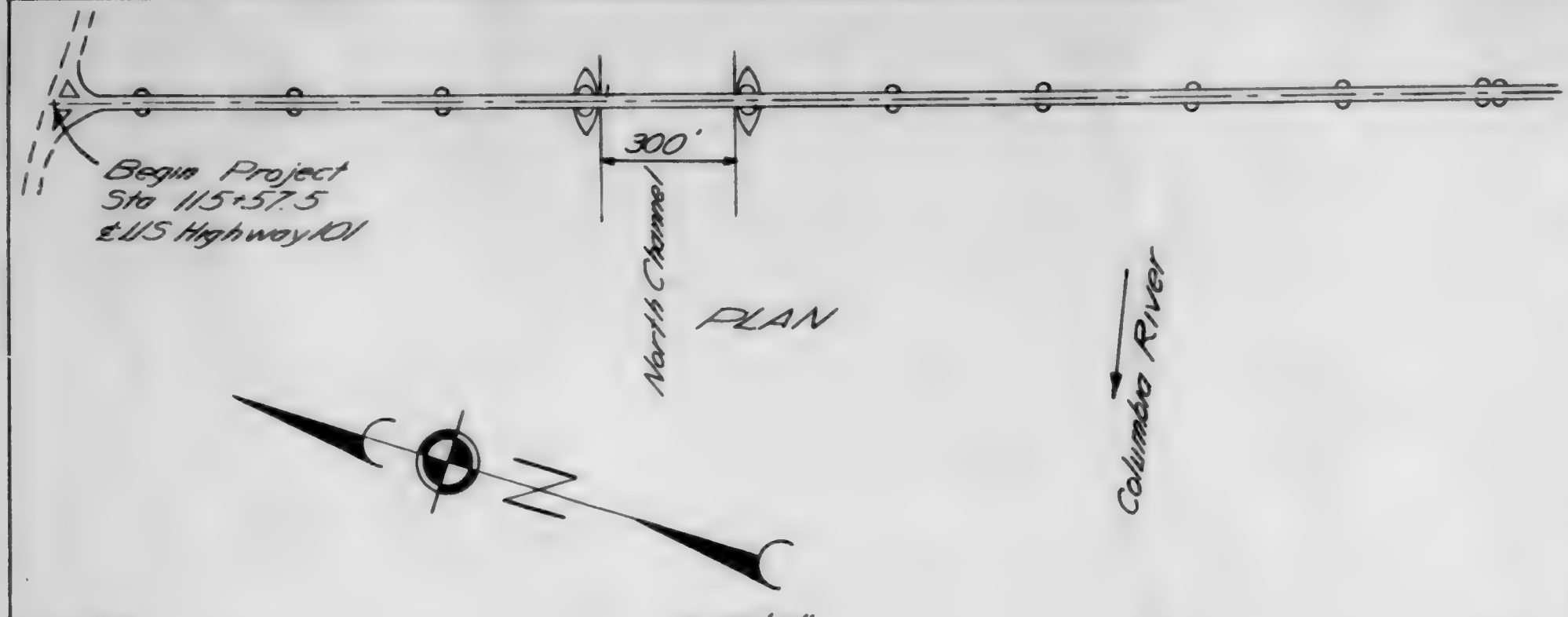
Soundings are in feet and refer to M.L.W. M.L.W. is 1.82' below M.S.L.

APPROVED:
PORT OF ASTORIA

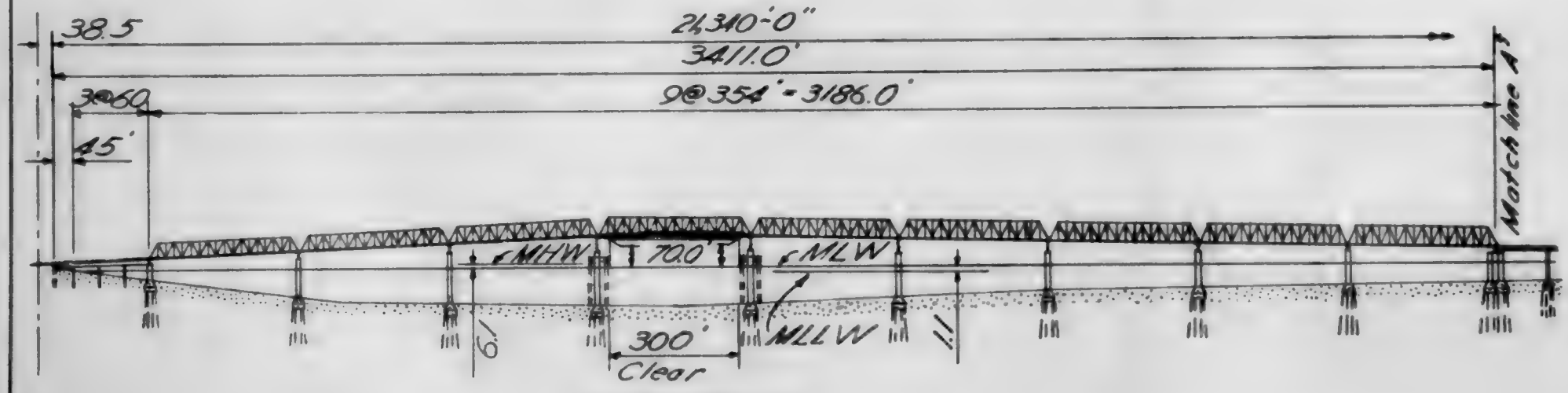
PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT ELLICE WASH.
U.S. HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 17, 1958 SHEET 2 OF 5



PLAN



ELEVATION

0 200 500

Scale in feet

Clearances are in feet and refer to MLW. MLW is 1.82' below MSL.

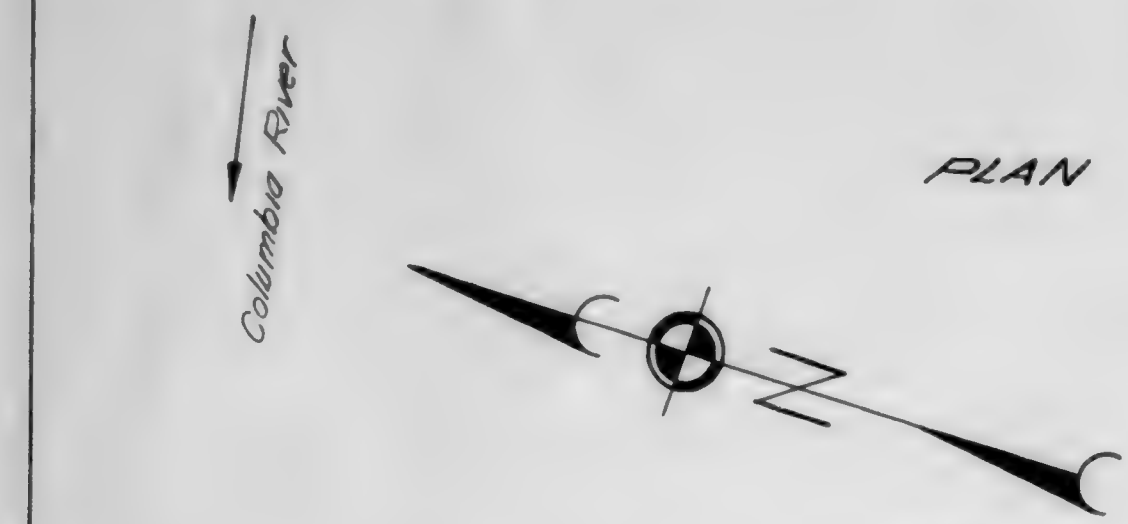
APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 1, 1958 LLH SHEET 3 OF 5

PLAN



ELEVATION

0 200 500

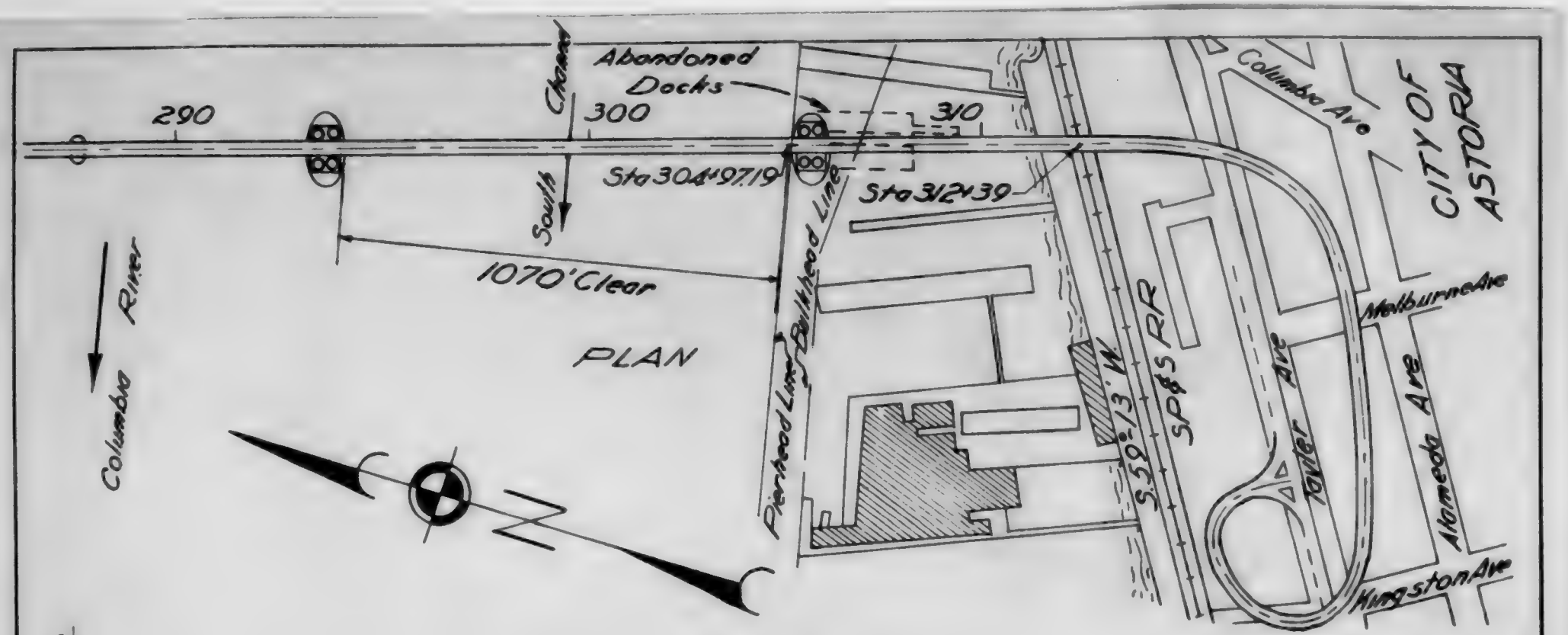
Scale in feet

APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ASST SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 1 1 1953 LLN SHEET 4 OF 5



0 200 500

Scale in feet

Clearances are in feet and refer to MLW. MLW is 1.82' below MSL.

APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ASST SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 1, 1958 LLH SHEET 5 OF 5

3. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge be commenced within 2 year(s) and completed within 4 years from the date of this instrument.

4. No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of the Army.

In witness whereof *I have hereunto set my hand by direction of the Chief of Engineers this* —18th— *day of* — September —1958

STANLEY G. REIFF
Colonel, Corps of Engineers
Acting Assistant Chief of Engineers
for Civil Works

In witness whereof *I have hereunto set my hand by direction of the Assistant Secretary of the Army (CMA) this* – 29th – *day of* – September – 1958

R. F. ALEXANDER
Colonel, GS
Executive

ENG FORM 1 AUG 54 92D PREVIOUS EDITIONS ARE OBSOLETE

U S GOVERNMENT PRINTING OFFICE 1956 —O-394650

Proposed Bridge across Columbia River between Astoria, Oregon & Point Ellice, Washington	Oregon State Highway Commission Wash. State Dept. of Highways Washington Toll Bridge Authority

FINDINGS OF FACT

1. Proposed bridge: The highway departments of the states of Oregon and Washington and the Washington Toll Bridge Authority propose the construction of a fixed bridge across the Columbia River between Astoria, Oregon and Point Ellice, Washington. The plans submitted for the bridge provide the following clearances for navigation in the main (south) ship channel: Horizontal, 1070 feet; vertical at center, 198.0 feet above mean high water; vertical at ends of span, 186 feet. Clearances proposed for an additional fixed span across the north channel near Point Ellice follow: Horizontal, 300 feet and vertical clearance of 63.9 feet above mean high water. All above vertical clearances are based on Columbia River Datum.

2. Bridge to be replaced: None

3. Preliminary conferences or discussions with applicant and other interests: Minor details were discussed, including the fact that clearance standards established by the Navy would be required.

4. Present governing bridge or other structure: None

5. Preliminary investigation of District Engineer:

(a) Authorized or proposed Federal project and status thereof: Authorized project is Columbia and Lower Willamette Rivers below Vancouver, Washington and Portland, Oregon. The existing project was completed in 1950.

(b) Navigability and description of waterway: Columbia River is navigable for deep draft vessels from its mouth to Vancouver, Washington, 106.5 miles and into Willamette River to Portland, Oregon, 113.2 miles. Authorized project provides a channel 500 feet in width and 35 feet in depth to Portland, Oregon, and a channel 300 feet in width and 30 feet in depth from mouth of Willamette River to Vancouver, Washington.

(c) Description of adjacent tributary area including existing commercial facilities along the waterway: Columbia River channel, connecting Portland, Vancouver, Longview, Astoria and other ports of the lower river with the sea, is an integral part of the Northwest's transportation systems. Through lesser channels, by barge, this channel brings to communities in portions of Oregon, Washington and Idaho, the benefits of ocean-borne commerce and world trade. Movements of commercial cargo

are composed principally of wheat, flour, lumber, iron and steel scrap downbound, and petroleum products and ore upbound. The principal commercial facilities along the waterway, with reported investments, follow:

City of Portland, Commission of Public Docks	$15,000,000
State of Oregon, Port of Portland, Oregon	15,000,000
Port of Vancouver, Washington	10,000,000
Port of Longview, Washington	6,000,000
Port of Astoria, Oregon	5,000,000
TOTAL	$51,000,000

(d) Overland transportation and effect of bridge thereon: The present Coast Highway 101 traffic bound north or south must use ferries near proposed bridge site or detour about 54 miles to the Longview bridge which connects Longview, Washington and Rainier, Oregon. Construction of the proposed bridge would greatly expedite this traffic movement.

(e) Relation to National Defense: Construction of the bridge would be of considerable importance to National Defense.

(f) Effect on flood heights and drift: None. Clearances proposed are adequate to prevent damage to the structure from high tides and drift.

(g) Effect on use of waterway if proposed structure is destroyed by accident or design: Destruction of the bridge would completely block navigation.

(h) Protests, if any, against existing governing bridge or other bridges across waterway and Departmental action thereon: Not applicable.

(i) Standard bridge clearances established for the waterway: The existing standard prescribes a vertical clearance of 180 feet above a stage corresponding to 25 feet on the Portland gage for the main channel span. No standard clearance is provided for the north channel.

(j) Special operating regulations for downstream movable bridges: None.

6. Views of interested parties, including local and other Federal agencies: No protests were received to the plans of the structure over the main channel; but two protests were received on plans of north channel structure, based upon insufficient vertical clearance to pass pile-drivers.

7. Nature and extent of navigation, both existing and prospective:

(a) Characteristics and number of vessels using the waterway: Over 1,500 deep draft ocean going vessels passed in and out of the waterway using the main (south) channel in calendar year 1956. Numerous ocean going barges are also towed over the waterway. The principal traffic through the north channel is composed of log rafts, gravel barges and fishing craft. No information is available to this office as to the number of craft.

(b) Description of commerce on the waterway past the site of the bridge: Main channel traffic, totaling 12,572,535 tons in 1956, was composed principally of petroleum products and ores inbound, and forest products, flour, wheat and other grains outbound. Small tug traffic in north channel composed principally of gravel, sand, log rafts and numerous small fishing craft.

(c) Number of vessel trips: In 1956 a total of 1,696 vessels moved inbound and 1,692 vessels moved outbound on the main channel. No record of tugs and fishing craft is available.

(d) Principal method of handling traffic, whether in single vessels or in tows: Principally in vessels on the main channel and small tugs and fishing craft on the north channel.

8. Potential commercial, industrial and physical development along the waterway and effect thereon: Primary concern is ocean traffic which will not be influenced by the structure as sufficient clearance is provided.

9. Requirements of extremes of navigation, such as extreme vessel heights involving a limited number of craft, and navigation at extreme stages: Not applicable, sufficient clearances are provided to meet maximum Naval requirements on main channel. North channel vertical clearance does not permit movement of piledrivers under the span.

10. Basis for design of bridge, whether based on navigation needs, flood control, terrain, or other conditions: Navy requirements on main channel and navigation requirements on north channel.

11. Justification for increase in cost of construction, operation, and maintenance of the bridge to provide increased clearances to satisfy the demands of navigation including:

(a) Cost of bridge without navigational increment and increased costs attributable to added clearances provided for navigation: Not applicable on main channel as maximum Navy requirements are provided, justified for National Defense. Suitable clearances are provided on north channel for tugboat traffic.

(b) Feasibility and cost of modifying existing vessels to require less clearance: Not applicable to either span.

(c) Feasibility of using vessels requiring less clearance: Not applicable to either span.

(d) Restrictions on vessel trips caused by various clearances: Not applicable to main channel; will restrict piledriver movement through north channel.

(e) Increased annual operating cost to users of the waterway if maximum needs of navigation are not provided: Not applicable; maximum needs of navigation in main channel are sufficient and north channel clearances are sufficient for watercraft.

12. Other pertinent data: None.

13. Conclusions: No reasonable objections have been received from navigation interests and as the structure complies with Naval requirements, the District Engineer, therefore, concludes that the plans should be approved.

RECEIVED
AUG 21 1958
FOR FILING

Grant
Pass
Int. Co.
Astoria

August 20, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

In conformance with your letter of August 7, we have revised Sheet 5 of the plans which accompanied our application for permit to construct a bridge across the Columbia River at Astoria. I enclose herewith the tracing and four prints from this revised tracing.

Very truly yours,

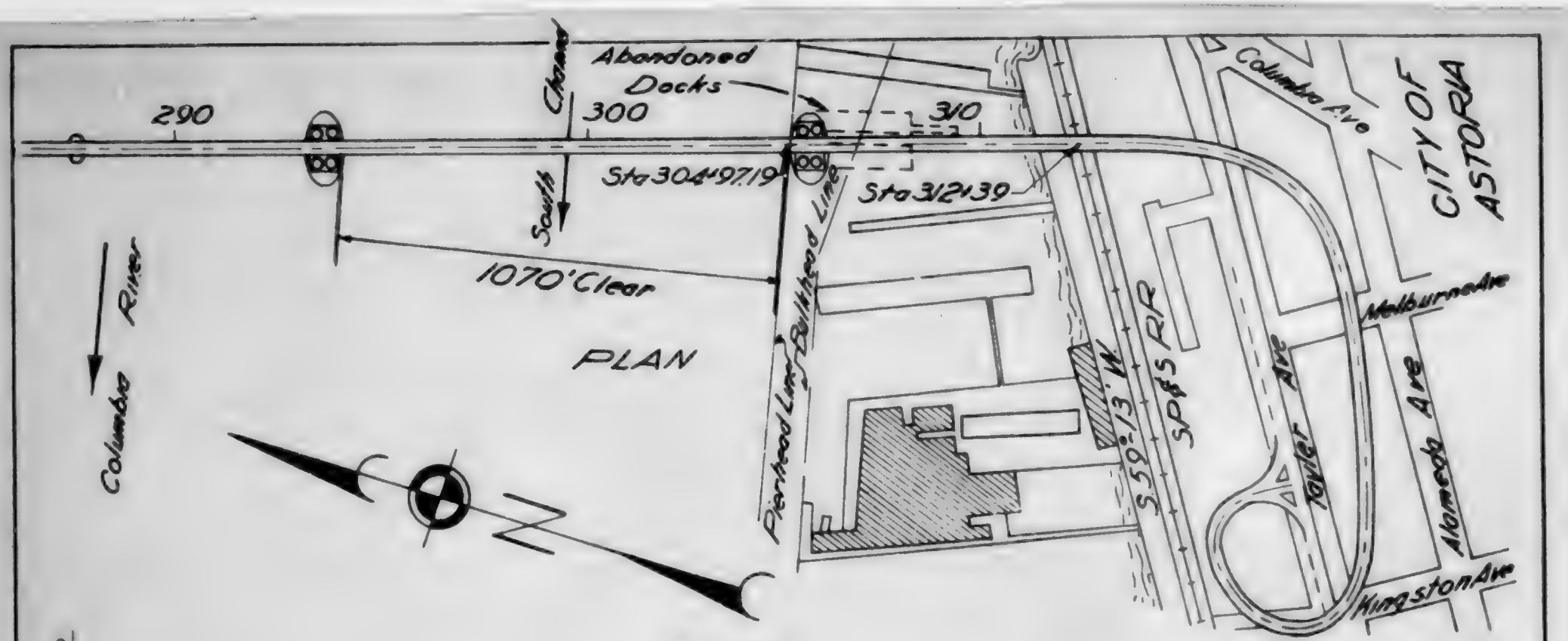
W. C. Williams
State Highway Engineer

By

G. S. Pomeroy
Assistant State Highway Engineer

GSP:gm
Encls.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant


Abandoned Docks
290
300
310
Sta 304+97.19
Sta 312+39
South
1070' Clear
PLAN
Columbo River
Pierhead Line
Bulkhead Line
Columbo Ave
CITY OF ASTORIA
S 50°13' W
SP&S RR
Taylor Ave
Alameda Ave
Melbourne Ave
Kingston Ave
21,340'-0"
4194.00'
602'
1204'
6093'3"
3348'4"
3935'-0"
160'
14 @ 62.71'3
Match line B-2
186'
198'
M.H.W.
SP&S RR
River Line
1070' Clear
Normal to channel
DEVELOPED ELEVATION
0 200 500
Scale in feet
Clearances are in feet, and refer to MHW. MHW is 4.28' above MSL.
APPROVED:
PORT OF ASTORIA ORE.
PRESIDENT
ASST SECRETARY
PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
U.S. HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
Revised MAR 1, 1958 LLH
SHEET 5 OF 5

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4
NPP 800.6(Col.Riv.-Bridges)-7.

August 7, 1958

State Highway Department
State of Oregon
Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

In accordance with your request made at the recent bridge hearing held in Astoria, Oregon, sheet 5 of the bridge plans is inclosed for revision in accordance with the requirements of the United States Navy.

Information has just been received from the Commandant, Thirteenth Naval District, that a vertical clearance of 198 feet at mean high water for the proposed Astoria bridge will be sufficient for Naval requirements.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

Incl.:
Tracing

Ph.+ 6 13 L

RECEIVED
AUG 11 1958
OREGON
STATE HIGHWAY COMMISSION

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4
NPP 800.6(Col.Riv.-Bridges)-7.

August 7, 1958

State Highway Department
State of Oregon
Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

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Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

Incl.:
Tracing

Ph. + 6 Bl

RECEIVED
AUG 11 1958
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

NOTED
CARL PLOG

Division of Personnel
and Public Relations

61-130-S1

EMpire 4-2171
Extension 439

August 22, 1961

FOR IMMEDIATE RELEASE

Astoria residents need pay little attention to the preliminary survey stakes that probably have some of them thinking the proposed Astoria-Megler Bridge is going to start in their front yards.

The State Highway Department said today that though the survey for the approaches to the bridge is progressing well, the exact and detailed location of the approach to the $24 million span across the Columbia River has not been completed.

Many stakes that have been placed are on "offset" lines as buildings have forced the Highway Department survey crew to use a "by-pass line" in gathering their preliminary data. The final detailed line for the approach to the Astoria side has not yet been established.

Once the preliminary data is gathered, the engineers will determine the specific location of the approach and begin staking the right of way. Acquisition of property will follow.

First construction contracts will be awarded early in 1962.

The bridge will stretch more than four miles from Astoria to Point Ellice near Megler, Washington.

Resident Engineer E. J. Hall's eight-man crew has been devoting nearly all its efforts to the bridge since the passage of the bond measure by the State Legislature April 18.

Just finding the exact distance from one shore of the Columbia to the other was a major problem. Engineering crews using theodolites and other precise measuring devices established control points on both sides of the river. Much of the work was done at night with lighted targets because daytime air currents caused too much refraction for the accuracy required.

RECEIVED
AUG 15 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 14, 1961

Mr. John H. Keeley
County Engineer and Surveyor
Clackamas County Courthouse
Oregon City, Oregon

Dear Sir:

This is to express our appreciation for your cooperation in the use of your personnel and distance measuring equipment which was used on the Astoria Bridge survey. The measurements made by Clackamas County Electrotape gave an improved closure to distances established by previous triangulation and was responsible for finding a fifteen-foot error in a Geodimeter distance.

Using distances obtained by the Electrotape and angles turned with a one-second theodolite, two traverses were run from USC&GS triangulation stations "Point Ellice" to "Gun", through different points on the proposed centerline for the Astoria Bridge, for a distance of approximately ten miles with horizontal closures of 1/79,000 and 1/202,000.

Three distances were measured by both Electrotape and G-4 Geodimeter. They are:

	Electrotape	Geodimeter
P.O.T. to "Point Ellice"	19,489.78	19,474.07
P3 7+9209 to OSHD "Wall"	3,928.50	3,928.58
P.O.T. to P4 6+6363	19,553.34	19,553.41

We understand the reason for this Geodimeter distance error has been corrected by a modification of the machine.

Using the Clackamas County Electrotape has given us a precise survey for the Astoria Bridge location which would have been a time-consuming and more expensive process by any other method. We hope the above information will be of assistance to you as an index to the accuracy and reliability of your Electrotape.

We will be pleased to honor your billing for expenses incurred as per your letter of August 4th. Please have your accounting department forward invoices in quadruplicate.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

FJ:jk:jw

cc Forrest Cooper
Fred Jeter

RECEIVED

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER AND SURVEYOR

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

August 4, 1961

Mr. Fred Jeter
Photogrammetry Department
Oregon State Highway Building
Salem, Oregon

Dear Sir:

In regards to the charges to be made to the Oregon State Highway Commission for the measurement of certain lines at Astoria, I would recommend the following charges of $20.00 be allowed as a mileage cost based on a distance of 100 miles to and from Astoria at $.10 per mile.

I would recommend rental on the electro-tape itself be allowed on the basis of $50.00 for amortization and repair of this equipment.

The labor involved will be absorbed by Clackamas County.

I believe the above charges will be a reasonable amount to take care of wear and tear on the equipment and, also, reflect the benefit received by Clackamas County in comparing its instrument with other types of instrumentation.

If the amount requested above works any hardship upon the highway commission or any personnel therein I would be willing to absorb this within the surveyor's budget. However, I believe a nominal payment would be appreciated by the county.

Please make the payment to the Clackamas County Surveyor.

Yours truly,

John H. Keeley

John H. Keeley
County Surveyor

JHK/rn

RECEIVED
JG 10 1961
FOR FILING
F-603-1 (16)
6.2 K

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

Astoria Brg

~~NPPKW-1.4~~
NPP 800.6(Col.R.-Bridges)-7.

8 August 1961

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Assistant State Highway Engineer

Dear Mr. Paxson:

For your information there is inclosed a copy of a letter written by Mr. Lawrence Barber, Marine Editor of "The Oregonian," objecting to the vertical clearance reduction of the Washington end of the proposed Astoria Bridge.

The letter was read to you by telephone on 26 July 1961.

Very truly yours,

T. W. Ragsdale

T. W. RAGSDALE
Chief, Operations Division

Incl
Cpy of ltr

RECEIVED
AUG 10 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1961
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JUL 28 1961
FOR FILING

The Oregonian
ESTABLISHED 1850
DAILY AND SUNDAY PORTLAND 1, OREGON

VK

July 21, 1961.

RECEIVED
JUL 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Col. Sterling K. Eisiminger,
U. S. District Engineer,
628 Pittock Block,
Portland, Oregon.

Dear Sir:

I wish to protest against the proposal of the Oregon State Highway Dept., the Washington Highway Dept. and the Washington Toll Bridge Authority for a permit to lower the vertical clearance of the north span of the proposed trans-Columbia Bridge between Astoria and Point Ellice, Wash., from 70 feet to 41 feet at mean low water.

This lowering of the clearance would be a most dangerous expedient because it would, for the foreseeable future, limit the heights of vessels which could pass under that span over the north channel of the Columbia River between points along the north shore. All masted vessels with more than 35 feet of gear above the water line, pile drivers and other floating equipment which requires height, would be barred from passing that point.

Upon completion of the bridge, it is expected the ferry channel will be allowed to fill in, as the river sands wash down and form new bars, which would become a menace to vessels attempting to cross the river upstream from the bridge. Thus the northern shore would become more or less isolated as far as tall vessels are concerned and would suffer accordingly.

It is assumed that the north shore area holds promise of future growth and development if given equal opportunity with other river areas.

I would like to point out that the Corps of Engineers upheld the contention of shipping interests several years ago when it required the Oregon and Washington highway departments to provide a vertical clearance of 77 feet under the fixed arch of the new highway bridge erected between Vancouver and Portland, and for a similar clearance under the older span when it was rebuilt.

To be consistent, and in the interests of progress, the Corps of Engineers should apply the same rule to the proposed bridge between Astoria and Point Ellice, requiring a vertical clearance of at least 77 feet- not just 70 feet. The only alternate, to be consistent, would be to require a draw span or lift span opening for the passage of tall vessels.

I hope you will consider this protest and deny the permit.

Yours truly,

L. Barber

Lawrence Barber, Marine Editor.

RECEIVED
AUG 9 1961

FOR FILING

F-003 (16)
Merchant
1961

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1961

SUBJECT: Extended Expense Permit
Astoria Foundation
Investigation

To: Mr. W. C. Williams
State Highway Engineer
O F F I C E

Operations for investigating the foundations for the proposed Astoria Bridge will begin August 10, 1961. It is the intention of this Division to prosecute the work to the greatest extent possible. The time required to obtain the required foundation data will require lodging the crew members in Astoria beyond the customary 10 days. It has been our custom to allow board and lodging expenses to the drill crew members in accordance with Circular Letter No. 698, dated March 26, 1958, because of the itinerent nature of the work.

A request is therefore made, to allow expense reimbursement on this basis for the Astoria work for the following men:

Clifford L. Sheaffer	- Drill Supervisor
H. F. Duvall	- Driller Foreman
Emmet Gipson	- Driller Foreman
Wayne Tolle	- Driller Helper
George Foster	- Driller Helper

Approved Aug 9-61

Ivan D. Merchant
Bridge Engineer

WCH:nk

RECEIVED
1961
ENGINEER

RECEIVED
JUL 28 1961
FOR FILING

July 20, 1961

General Construction Co. and
A. M. Jannsen Drilling Co.
P. O. Box 3860
Portland 8, Oregon

Gentlemen:

The State Highway Commission on July 27, 1961 received bids for foundation investigation at the site of the proposed Columbia River and Youngs Bay Bridges at Astoria, in Clatsop County, and at its meeting on July 28 considered your bid.

The Commission rejected this bid as being too high.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 11 1962
COPY
FOR FILING
F-1003-1 (16)
626Y

July 11, 1961

Mr. David S. Black
General Counsel

Robert L. May, Assistant General Counsel

26-10

Oregon-Washington Toll Bridge Between Astoria, Oregon, and Point Ellice, Washington

This is in regard to your request that I review a proposed memorandum prepared by the Office of Engineering replying to Regional Engineer French's memoranda of April 27 and May 10 concerning the above subject.

The proposed memorandum states that interest payments on bonds and insurance premiums on the bridge would be considered operating costs under section 129 of title 23, United States Code. (We concur in this legal interpretation.)

In response to a second question, the proposed memorandum states that the proposed bridge is "financially unsound" and implies that Federal participation in such a venture would not be in accord with the terms and intent of section 129 of title 23, United States Code. We cannot concur in this portion of the proposed memorandum.

Whether the subject project should be approved for Federal participation is a matter of policy. Rejection of the project on the assumption that it is "financially unsound" cannot be based upon legal limitations or requirements. An exhaustive search of the legislative history of section 129 fails to disclose any congressional intent that Federal participation in toll projects be limited to those which the Bureau determines to be "financially sound." On the contrary, the criteria seems to be traffic service rather than a profitable financial investment, although cost considerations are certainly involved.

Whether the subject project is approved for Federal participation is, as noted above, a matter of policy. However, a number of factors should be given consideration.

The highway involved is U. S. Route 101, a Federal-aid primary route, which extends from the Canadian border across Washington, Oregon and California to the border of Mexico. For a substantial part of its length the highway is immediately adjacent to the Pacific Coast, and is therefore of obvious strategic and defense value. The highway is uninterrupted along its entire length except at the Columbia River, which forms the boundary between Oregon and Washington.

traffic on U.S. Route 1A1 is carried across the Columbia River by a ferry system operated by the Oregon State Highway Department. Toll charges for use of the ferry system are substantial, and frequent delays are encountered due to heavy traffic in the summer months and bad weather in the winter months. Traffic on U.S. Route 1A1 can avoid the ferry only by traveling a substantial distance upstream to a toll bridge between Longview, Washington, and Rainier, Oregon. Latest information indicates that the ferry is being operated at a substantial deficit, and the chances of the tolls being substantially reduced or the service being substantially improved are extremely remote.

In considering this matter, the provisions of section 105 of title 23, United States Code, are considered to be most important. Subsection (a) of that section provides for the submission by the States of a program of proposed projects. Subsection (c) of section 105 requires that the Secretary "shall give preference to such projects as will expedite the completion of an adequate and integrated system of highways interstate in character." (Emphasis added.) The connection of U.S. Route 1A1 at the Columbia River by a bridge, whether toll or free, seems to come squarely within the terms and intent of this section of the law.

In this connection, your attention is drawn to Report No. 2429 of the 69th Congress (dated February 26, 1927), concerning the so-called "Ulrich Act," which related to Federal assistance for toll facilities. This report contained the following statements:

> "...With the growth of the automobile industry and the general improvement in the highways of the country and the increase in transportation of persons and property by bus and truck, there is a general demand for the construction of bridges over the waterways of the country and avoiding the delays and the dangers that are incident to antiquated ferry systems. But so long as the States or the counties cannot use any of the Federal-aid funds allotted to them either for the construction of toll bridges or for the construction of roads leading to or from toll bridges, the States and counties will not themselves construct bridges, but will leave such improvements to be made by private capital. ..."

It should also be borne in mind that Federal participation will apparently be requested only in the approaches to the proposed toll bridge. The cost of such approaches is a comparatively minor part of the cost of the entire project. The cost of the entire project in such that construction thereof as a free facility is of doubtful practicability, whether it be constructed with Federal-aid or entirely as a State-financed facility.

The assumption that the proposed bridge is "financially unsound" is of doubtful propriety, even if correct. The legislative resolution and State Highway

Departments of Oregon and Washington have evidently determined that construction of the bridge is in the best public interest. The fact that the state highway departments must subsidize the project is not controlling, since this situation exists in the construction of any free project.

The memorandum submitted to this office for review contains the statement that "after 30 years the estimated gross revenue will amount to about $1,125,000 less than the cost of operating and maintaining the bridge for the 30-year period, without applying any part of the revenues toward the original $27,000,000 cost of constructing the bridge." This statement appears to be deliberately erroneous and misleading.

Data compiled by the Oregon State Highway Department for the 30-year period indicates that the total cost of operation and maintenance will be $7,305,000, while the gross toll revenues during the same period will be $23,730,000. The balance of $16,425,000 will be devoted to payment of the cost of constructing the bridge. It may be true that the total debit at the end of the 30-year period may be in excess of the $27,000,000 cost of constructing the bridge. However, this figure ignores the cost of interest and other costs relative to the borrowing of bonds, and is substantially less than the indebtedness at the beginning of the 30-year period. Review of the figures indicates that the proposed bridge can ultimately become toll free.

If financial feasibility is to become a criteria of Federal participation, then serious consideration must be given to the propriety of projects in which Federal funds have previously participated, and highways, bridges and tunnels which have been approved as parts of the Interstate System or other Federal-aid systems. Projects which come to mind are the Mobile, Alabama, tunnel, the New York Thruway System, the Pennsylvania Turnpike, and others.

It is the opinion of this office that the question of Federal participation in the subject project should be decided upon the basis of policy and traffic service. Rejection of the project cannot be justified upon the legal grounds stated in the proposed memorandum prepared in the Office of Engineering.

If you wish to discuss this, please let me know.

cc Mr. Allen
Mr. Williams
Files (2)
Gen. Counsel - Room 851
Legis - Room 837
Opinions Branch - Room 837
Chron - Room 839

RECEIVED
AUG 23 1961
FOR FILING
F-003-1 (16)
6261

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
~~NPP 800.6~~(Col.R.-Bridges)-7.

30 June 1961

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Dear Mr. Williams:

Inclosed is a copy of a letter from Columbia Basin River Operators received in this office 30 June 1961, concerning proposed revision of the north channel span vertical clearance of the Astoria bridge.

Removal of the objection will greatly expedite authorization of the revised vertical clearance.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

Incl: Cpy of
Letter as stated

RECEIVED
JUL 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

COLUMBIA BASIN RIVER OPERATORS

1200 JACKSON TOWER
PORTLAND 5, OREGON
TELEPHONE CAPITOL 8-4559

VK

MEMBERS
ATLAS TUG SERVICE
ARROW TUG & BARGE CO.
BABBIDGE & HOLT, INC.
BRUSCO TOWBOAT CO.
DIESEL TOWING CO.
KNAPPTON TOWING CO.
THE MIRENE CO.
PACIFIC INLAND NAVIGATION CO.
RAMONA TOWBOAT CO., INC.
RIVER CRUISES, INC.
SHAVER TRANSPORTATION CO.
SHEPARD TOWING CO.
C. T. SMITH AND SON, INC.
STEVENSON TOWBOAT CO.
WILBUR J. SMITH
WESTERN TRANSPORTATION CO.
WESTPORT TOWBOAT CO.
WILLAMETTE TUG & BARGE CO.

June 29, 1961

U. S. Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Re: NPPKW-1.4
NPP 800.6 (Col.R.Bridges)-7

Gentlemen:

At the last meeting of the Columbia Basin River Operators the members voted to oppose the proposed vertical clearance of the north span of the authorized bridge between Astoria, Oregon and Point Ellice, Washington to 41.1 feet above mean lower low water.

The committee representing this association was present at the hearing originally held by the U. S. Army Engineers on this project at which time the vertical clearance of the north span was thoroughly discussed. Various proposals were made as to height, possibilities of a draw or lift span as well as other means of providing adequate heights were fully explored. As a result of this discussion a compromise proposal between all parties of 71 feet above mean lower low water was agreed upon. The members feel that this proposal is a deviation from this understanding and that the future economy and development of the area would be affected by this low proposed clearance as well as create a further detriment to the development of navigation.

Yours very truly,

THOMAS J. WHITE
Secretary

TJW/d
cc: Capt. Homer Shaver

RECEIVED
JUN 28 1961
FOR FILING

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

F-003-1 (16)
NPPKW-1.4
NPP 800.6(Col.R.-Bridges)-7.
626

23 June 1961

PUBLIC NOTICE

The Oregon State Highway Commission, Salem, Oregon, Washington State Department of Highways, and Washington Toll Bridge Authority, Olympia, Washington, have submitted revised plans of the Point Ellice, Washington, portion of the fixed bridge authorized for construction between Astoria, Oregon, and Point Ellice, Washington.

It is planned to reduce the vertical clearance of the north span only. No change will be made in the horizontal clearance. Vertical clearance proposed follows:

North Span

Above Mean Lower Low Water 41.1 feet

The proposed work is shown in a sketch on the reverse side of this notice.

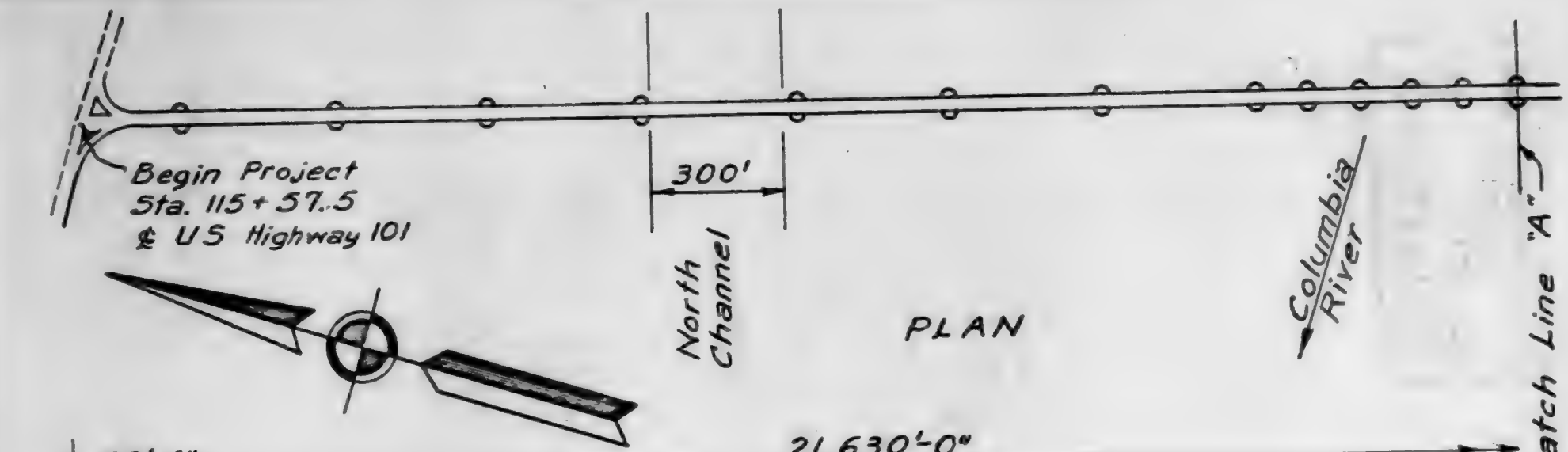
Letters concerning the effect of the bridge on navigation or the regimen of the waterway are requested from all parties concerned, particularly navigation interests and State and local authorities and civic organizations, or others whose interests may be affected. It is NOT proposed to hold a public hearing unless the response to this notice indicates one is necessary to develop all facts. Replies to this notice should be mailed to reach this office not later than 20 July 1961.

JOHN F. KIMBEL
Lt Colonel, Corps of Engineers
Deputy District Engineer

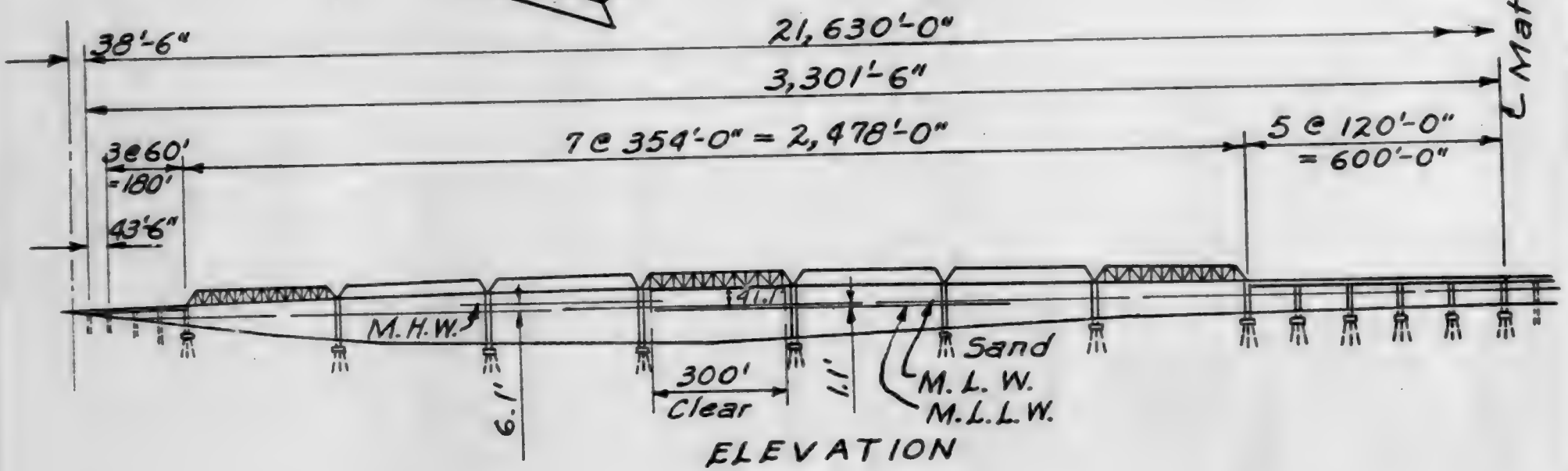
RECEIVED
JUN 27 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED



PLAN



ELEVATION

200 500

Scale in feet

Clearances are in feet and refer to M.L.W. M.L.W. is 1.82' below M.S.L.

APPROVED
PORT OF ASTORIA ORE.
Wm. R. Marion
PRESIDENT
A. Bettencourt
ASS'T. SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA, ORE. & PT. ELLICE, WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JUNE 6, 1961 M.K. SHEET 3 OF 5

RECEIVED
JUN 19 1961
FOR FILING
F 6c3-1(1c)
6261

June 7, 1961

Mr. H. J. Bettendorf, Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

Re: Columbia River Bridge at Astoria

Reference is made to your letter of May 12 with which you submitted copies of letters received from navigators in the Astoria area consenting to a lowering of the vertical clearances over the north ship channel to 40 feet. This will require a reopening of the matter by the U. S. Engineers and a revision of the drawings submitted with our application for permit.

I am enclosing herewith tracings and one print each of sheets 3 and 4 of the permit application drawings and ask that you have these signed by the President and Secretary and returned to me for presentation to the U. S. Engineers. You may keep the print from these which is also enclosed.

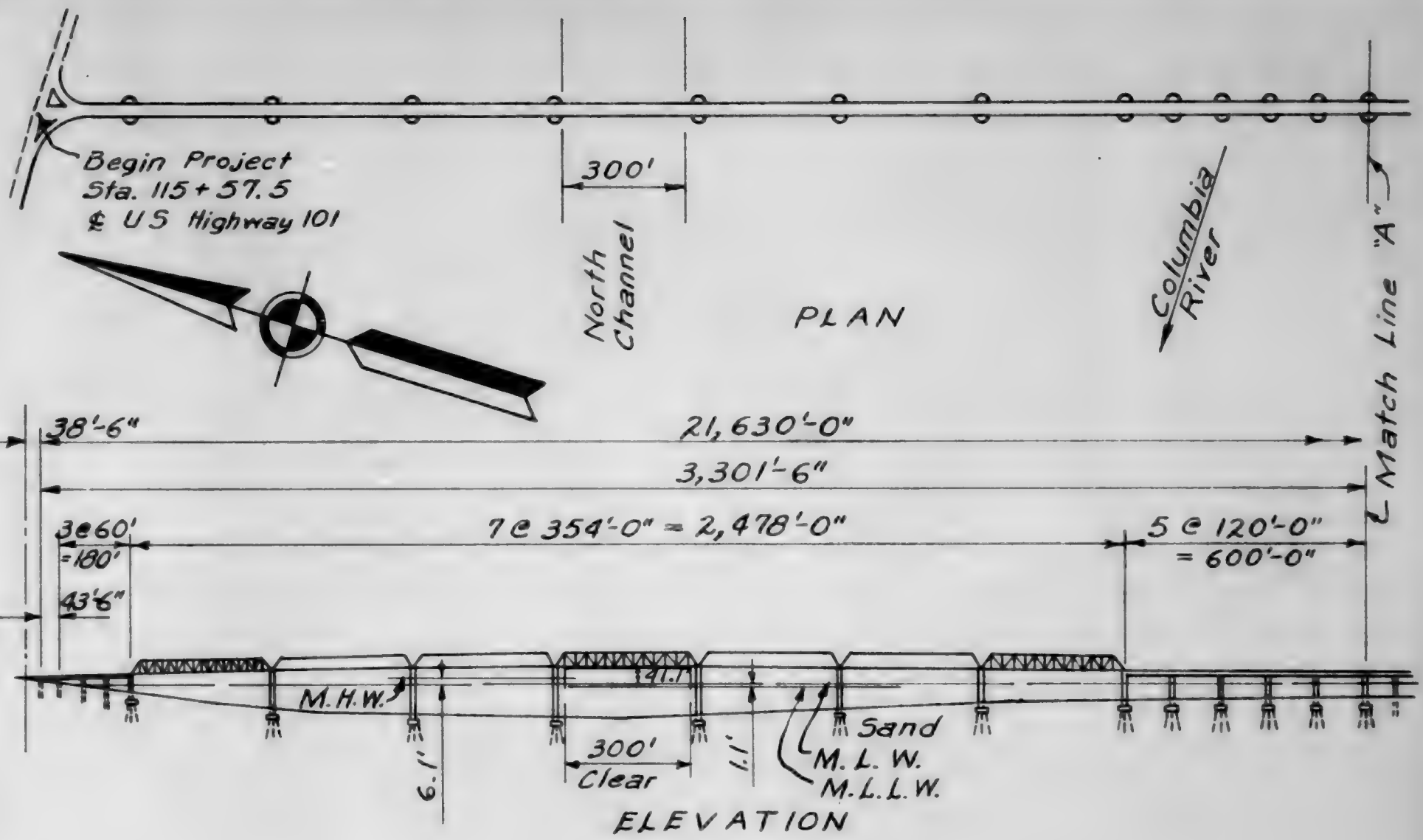
Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
Encl.
cc W. C. Williams



200 500

Scale in feet

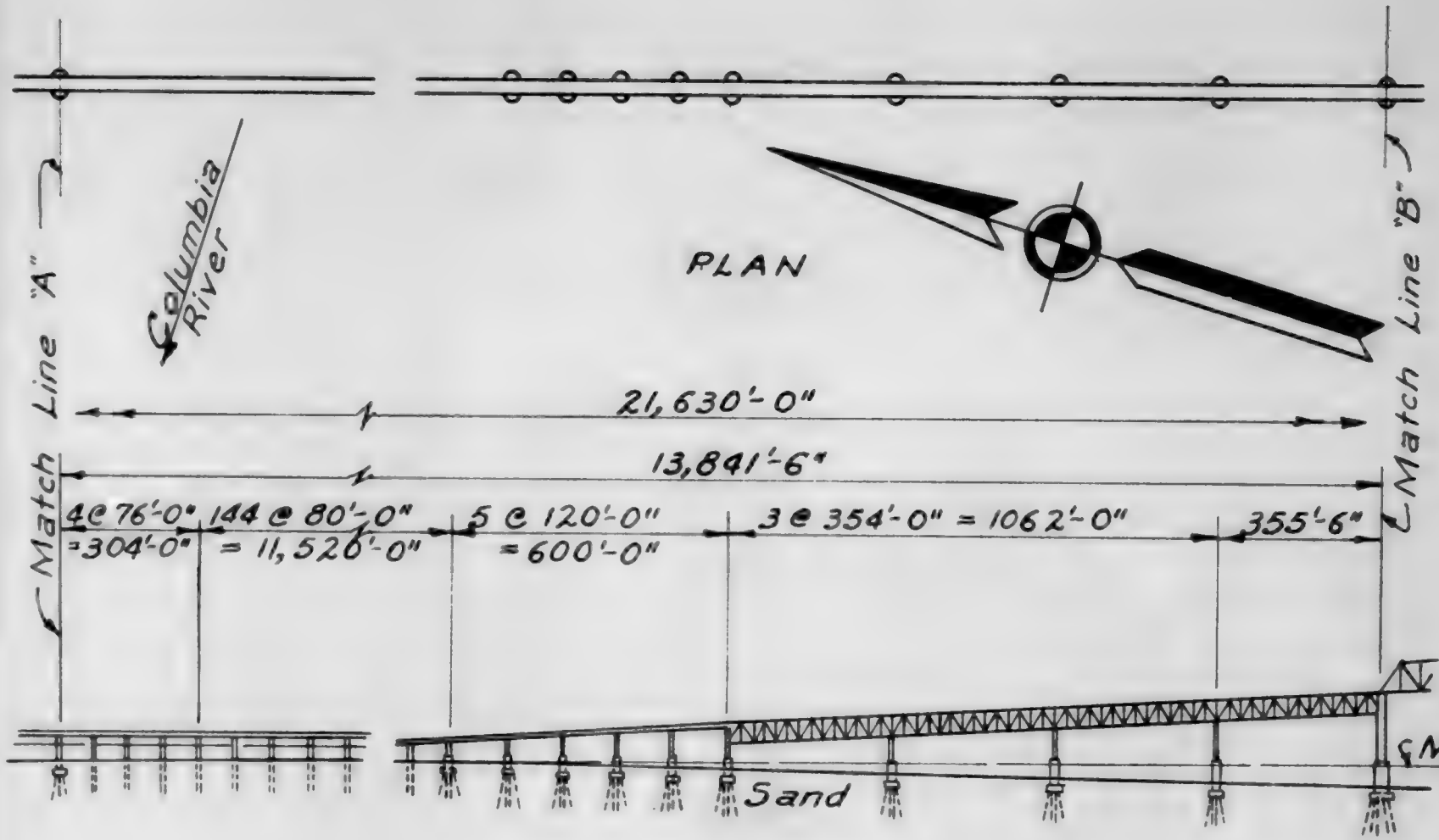
Clearances are in feet and refer to M.L.W. M.L.W. is 1.82' below M.S.L.

APPROVED
PORT OF ASTORIA ORE.

_____
PRESIDENT

ASS'T._____
SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA, ORE. & PT. ELLICE, WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JUNE 6, 1961 M.K. SHEET 3 OF 5



ELEVATION

200 500

Scale in feet

APPROVED
PORT OF ASTORIA ORE.

_____
PRESIDENT

ASS'T. _____
SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA, ORE. & PT. ELLICE, WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
JUNE 6, 1961 M.K. SHEET 4 OF 5

RECEIVED
JUN 19 1961
FOR FILING

Columbia River Fishermen's Protective Union

R. G. BRISTOW, President
TOM JORGENSEN, Vice President
ALBERT KERANEN, Treasurer
WM. WESTERHOLM, Executive Secretary

ORGANIZED - 1884
ASTORIA, OREGON
322 10TH STREET
FAIRFAX 8-2702

F-6[illegible]-1(2)
6764

June 6, 1961

State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Paxon:

In regards to the Astoria-Megler bridge concerning the vertical clearance it would not affect the gillnetters. Maybe there could be a span that could be lifted by water just in case there was something to go in, but it doesn't look like there would be anybody going to use that channel at the present time or in the near future.

Very truly yours,

COLUMBIA RIVER FISHERMEN'S
PROTECTIVE UNION
Wm Westerholm
Wm. Westerholm
Executive Secretary

NOTED
S. P[illegible]

RECEIVED
JUN 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

County Of Pacific

SOUTH BEND
WASHINGTON

Board of County Commissioners

6-5-61

OTTO W. ROESSLER, Chairman
District No. 1, South Bend, Washington

BOB KIRKMAN, District No. 2
Seaview, Washington

ARLIE J. THOMPSON, District No. 3
Raymond, Washington

VERNA JACOBSON
Ex-Officio Clerk of the Board

G. S. Paxson
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Replying to your letter of June 2, 1961, the Board of Pacific County Commissioners wish to assure you that that have no objections to lowering the vertical clearance on that portion of the Astoria-Megler Bridge crossing the North channel as suggested.

The Board also wishes to assure you that they will be happy to cooperate in any way possible.

Yours very truly,

BOARD OF PACIFIC COUNTY COMMISSIONERS

By: Verna Jacobson
Verna Jacobson, Pacific County Auditor and ex-officio Clerk of the Board.

RECEIVED
JUN 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1959
FOR FILING
Court
Evidence
Exhibit
Astoria

June 11, 1959

Mr. R. J. Bettendorf, Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

I have had some correspondence with Mr. H. G. Palmberg of the Palmberg Construction Company, with reference to clearances on the spans over the north channel of the Columbia River Bridge at Astoria. I understand that he has discussed the matter with you and also with the Arrow Tug & Barge Company, Knappton Towboat Company, and the Columbia River Packers Association.

Mr. Palmberg is of the opinion that there is no navigation that would require clearances in excess of 40 feet, other than pile drivers which can not pass under the 70-foot clearance authorized by the U. S. Engineers. He further advises that if the 80 feet would not be provided, he would interpose no objection to lowering the clearance requirements to 40 feet.

Lowering this clearance would effect a substantial saving in the cost of the piers, although the saving would not be a large percentage of the total contract cost. It would, however, permit us to reduce the ascending grade from the Washington shore to the channel span from the present 5.7-percent grade to a grade of less than 3 percent. This would be a very great advantage and I do not believe we should overlook the possibility of making the change. I would be very pleased to have advice from you as to the position of the Port of Astoria in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

PALMBERG CONSTRUCTION CO.

ENGINEERS AND CONSTRUCTORS

DREDGING ◆ GENERAL ◆ PILEDRIVING

P. O. BOX 991 ASTORIA, OREGON PHONE FA 5-1831

June 9, 1959

Oregon State Highway Department
Salem, Oregon

Attention: G. S. Paxson, Assistant State highway Engineer

Dear Sir:

Reference is made to your letter of June 5, concerning clearances over the north channel by the proposed Columbia River Bridge at Astoria.

On contacting representatives of Arrow Tug & Barge Co., Knappton Towboat Co., Columbia River Packers Association, and the Port of Astoria, there appears to be no need for a clearance of more than 40 feet vertically on the said north channel span except for the infrequent movement of piledrivers and dredges, all of which could use alternate channels as long as the present ferry channel above the proposed bridge remains open to navigation.

In view of the new policy of the Corps of Engineers in favoring the benefits to the public at the expense of infrequent navigation interests through cost reductions obtained by decreased requirements of navigation clearances our firm would gladly withdraw any objections provided the vertical clearance of the proposed north channel span is reduced to 40 feet which would accommodate all present or foreseeable normal vessel traffic under the said span. However, if this clearance is to be increased to accommodate vessels using the channel more infrequently than our own piledriver and yet left slightly less than the clearance necessary to permit passage of our piledriver, we feel that we are bound to make the most strenous objections possible. Such would be the case if action is not initiated to change the presently proposed vertical clearance of 71 feet to a substantially lesser or slightly greater clearance.

RECEIVED
JUN 11 1959

Very truly yours,

PALMBERG CONSTRUCTION CO.

By H. G. Palmberg
H. G. Palmberg

NOTED
G. S. PAXSON

HGP/J

RECEIVED
JUN 11 1959

At the entrance to the mighty Columbia River

THE PORT OF ASTORIA

ASTORIA OREGON

FAirfax 5-4521

COMMISSIONERS
WM. R. MANION, PRES.
W. B. POHL JR., V. PRES.
ALBERT RISSMAN, SECTY.
RUSSELL FLUHRER, TREAS.
J. D. WATERHOUSE

RICHARD J. BETTENDORF
GENERAL MANAGER

May 12, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Glen:

H. G. Palmberg has brought to our attention that the proposed Astoria-Megler Bridge plans call for a 70 foot vertical clearance over the North channel.

I recalled that quite some time ago we had some correspondence over this subject and that the Port made inquiry of local interests as to their views of lowering the clearance to 40 feet. I do not find in my files where I forwarded their views on to you. Your letter to us on this subject was dated June 11, 1959.

Attached are copies of letters we received in reply to our inquiry.

In searching our file on this subject I find the following additional notes.

That the reply of the Knappton Towboat Co. may be considered as expressing the views of all the tow boat operators in this area.

That the Port of Ilwaco had verbally informed us that they would have no objection.

The Port of Astoria has no objection to the lowering of the vertical height to 40 feet. However, we would like to suggest that if not already considered in the design, that consideration be given

NOTED
G. S. PA[illegible]

to a design and foundation support whereby, should at some future date a lift or other type of opening span be highly desirable, a change could be made at the minimum expense.

Sincerely,

PORT OF ASTORIA

R. J. Bettendorf
Manager

RJB:m

Attachments

RECEIVED
MAY 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

July 1, 1959

Gentlemen:

Enclosed is a copy of a letter received from Mr. C. S. Paxson of the Oregon Highway Department which is self-explanatory.

A preliminary investigation indicates that pile drivers and dredges are the only equipment operating which requires a vertical clearance in excess of 40 feet.

The Port of Astoria, in-so-far as its dredge "NATOMA" is concerned, would express no objection to the lowering of the vertical clearance. However, before making any statement as to our position, we kindly request your opinions, in writing, as to your position on such a change in the vertical clearance over the north channel. An early reply would be appreciated.

Very truly yours,

PORT OF ASTORIA

H. J. Bettendorf
Manager

Arrow Tug & Barge Co.
Knappton Towboat Co.
Columbia River Packers Assn.
Harbor Packing Co.
Point Adams Packing Co.
Columbia River Fishermens Protective Union
Pacific County, Washington
Palmberg Construction Co.
Port of Ilwaco

HJBm
Encl.

ASTORIA OFFICE:
PIER NO. 3, PORT DOCKS
P. O. Box 388
[redacted]
FAIRFAX 5-6471

PORTLAND OFFICE:
FOOT OF S.W. CARUTHERS
CAPITOL 2-1930

KNAPPTON TOWBOAT COMPANY

TUGS
100 TO 800 H.P.

HARBOR AND RIVER
TOWING & BARGING
LOG TOWING A SPECIALTY
PORTLAND 1, OREGON

BARGES
FOR LIGHTERING
EQUIPMENT, MACHINERY,
LUMBER, BULK FUEL, OIL, ETC.
SALVAGE EQUIPMENT

September 22, 1959.

PORT OF ASTORIA,
Astoria, Oregon.

Attention: Mr. R. J. Bettendorf, Manager.

Gentlemen:

Replying to your letter of July 1st, 1959 wherein you enclosed copy of Oregon Highway Department letter of June 11th, relative to vertical clearance in excess of 40 feet on proposed Astoria-Megler bridge.

We have no equipment at the present time that would not clear under the 40 foot clearance, however we are a member of the Columbia Basin River Operators and will have to stick with the suggestions asmade by them at the U. S. Engineers hearing on this proposed bridge.

We are under the impression that the 40 foot clearance maybe alright with most of the Towboat operators if some kind of a lift or leaf span could be installed on that side of the river for future use.

Yours very truly,

KNAPPTON TOWBOAT COMPANY

BY [signature]
Manager.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.
ASTORIA, OREGON

December 3, 1959

Port of Astoria
Astoria
Oregon

Attention: Mr. R. J. Bettendorf, Manager

Gentlemen:

We wish to advise you that as far as the Columbia River Packers Association, Inc., is concerned we have no objection to the proposal that the bridge over the North Channel be built with a clearance of forty feet.

Except on very rare occasions when this company makes use of a pile driver none of our equipment would require any additional clearance. The few times we would need more than forty feet clearance it would be entirely feasible for us to use the South Channel.

Yours very truly,

J. F. Hoagland

J. F. Hoagland
Vice President

JFH:kw

DEC 1959
RECEIVED
PORT OF ASTORIA
OREG.

BARBEY PACKING CORPORATION

CANNERS

FANCY
COLUMBIA RIVER CHINOOK SALMON

FANCY
WHITE MEAT ALBACORE TUNA

ASTORIA, OREGON

July 30, 1959

The Port of Astoria
Astoria, Oregon

Attn: Mr. R. J. Bettendorf, Manager

Gentlemen:

In reply to your letter of July 1st we wish to advise that we have no objection to the lowering of the vertical clearance over the North channel of the proposed Astoria-Megler Bridge from 70 feet to 40 feet, as suggested by the Oregon State Highway Department.

Very truly yours,

G. J. Barbey, President
Barbey Packing Corporation

GJB:p

RECEIVED
JUL 1959
PORT OF ASTORIA
ORE.

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

POINT ADAMS PACKING CO.

COLUMBIA RIVER CANNED SALMON
OREGON FANCY WHITE MEAT TUNA

CABLE ADDRESS
PAPCO, ASTORIA, OREGON
CODES
ARMSBY, CALPACK AND
A B C 5TH EDITION

HAMMOND, OREGON

July 3, 1959.

Mr. R. J. Bettendorf, Manager,
Port of Astoria,
Astoria, Oregon.

Dear Dick:

This acknowledges the receipt of the copy of the letter from Mr. G. S. Paxson of the State Highway Department together with the copy of your letter addressed to them in reply.

As far as we are concerned we would not have any river traffic over the north channel which would require any vertical clearance greater than that desired by the Highway Commission, namely 40 feet.

Very truly yours,

POINT ADAMS PACKING CO.

By C. L. Rogers.

CLR:KLC

ORGANIZED - 1884

Columbia River Fishermen's Protective Union

FAIRFAX 5-2702

322 10TH STREET
ASTORIA, OREGON

R. G. BRISTOW, President
HELMER LINDSTROM, Vice President
ALBERT KERANEN, Treasurer
WM. WESTERHOLM, Executive Secretary

July 2, 1959

JUL 1959
RECEIVED
PORT OF ASTORIA
OREG.

Mr. R. J. Bettendorf, Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

In regard to the 40 foot clearance on the North Channel, of the proposed Trans-Columbia Bridge, this would not effect the gillnetters.

I do not know of any other boats or dredges that would use that channel, but, they could use the high clearance on the South end of the bridge.

Yours very truly,

COLUMBIA RIVER FISHERMEN'S
PROTECTIVE UNION

Wm Westerholm

Wm. Westerholm
Executive Secretary

WW/lb

County of Pacific

South Bend, Washington

Board of County Commissioners

JOSEPH R. HADS, Dist. No. 1
Star Route, South Bend, Washington

BOB KIRKMAN, Dist. No. 2
Seaview, Washington

HOWARD HALL, Dist. No. 3
Rt. 1, Box 268, Raymond, Wash.

VERNA JACOBSON
Ex-Officio Clerk of the Board

July 6,1959

R.J.Bettendorf,
Manager,Port of Astoria,
Astoria,Oregon

Dear Mr. Bettendorf;

In reply to your letter of July 1,1959, the Board of Pacific County Commissioners has no objection to lowering the vertical clearance of the proposed span over the North Channel, or to making other changes,providing they will facilitate construction of the Columbia River bridge.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
PACIFIC COUNTY, WASH.

Joseph R Hads
Chairman

Howard Hall
Commissioner

Bill Kirkman
Commissioner

ATTEST:

Verna Jacobson
County Auditor & ex-officio
Clerk of the Board

PALMBERG CONSTRUCTION CO.

ENGINEERS AND CONSTRUCTORS

DREDGING • GENERAL • PILEDRIVING

P. O. BOX 991 ASTORIA, OREGON PHONE FA 5-1831

July 2, 1959

Port of Astoria
Astoria, Oregon

Attention: R. J. Bettendorf, Manager

Dear Sir:

In reply to your letter of July 1, 1959, relative to vertical clearance under the north span of the proposed Columbia River bridge at Astoria, we wish to advise that our inquiries have been, and our knowledge is, such that a vertical clearance of 40 feet would meet the needs of navigation using this channel except for certain dredges and piledrivers. As owners of one of the latter type of vessels, we would not individually object to a vertical clearance of 40 feet in the north channel, since we recognize the benefits to the public in having such a clearance, but we would object most strenously to a 70 foot clearance, the upper 30 feet of which could probably not be used, when another 10 feet of clearance would have provided passage for our piledriver.

Very truly yours,

PALMBERG CONSTRUCTION CO.

By H. G. Palmberg
H. G. Palmberg

HGP/j

RECEIVED
JUN - 9 1959
FOR FILING

Const.
Bridge
Astoria

June 5, 1959

Mr. H. G. Palmberg
Palmberg Construction Company
P. O. Box 991
Astoria, Oregon

Dear Sir:

Reference is made to your letter of June 4 concerning clearances over the north channel by the proposed Columbia River Bridge at Astoria.

On February 5, 1958, we held an informal meeting with interested parties at Astoria. This meeting was given quite wide publicity and prior to the meeting I had asked Mr. Bettendorf to notify all interested parties.

In laying out the grade lines for this structure we attempted to give all the clearances that we could and still have an adequate facility. The channel on the north shore is rather close to the riverbank and the 70-foot clearance which we provide requires a descending grade of 5.76 percent to connect with the highway on the Washington shore. We do not feel that we should exceed this percentage of grade.

Your statement that there is no navigation having clearance requirements in the range between 40 and 71 feet is quite interesting, and if we find this to be the case, it probably will be advisable to reduce the clearances over those shown as this would materially better the grade line. We do not feel that traffic should be penalized in order to accommodate a pile driver or other construction equipment which moves very infrequently and which can be altered so that it can pass under the lower clearance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

PALMBERG CONSTRUCTION CO.

ENGINEERS AND CONSTRUCTORS

DREDGING ◆ GENERAL ◆ PILEDRIVING

P. O. BOX 991 ASTORIA, OREGON PHONE FA 5-1831

June 4, 1959

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant State Highway Engineer

Dear Sir:

Reference is made to recent correspondences between our firm and the U. S. Army Engineer District, Portland, copies of which have been forwarded to your office by the latter agency.

The undersigned has interrogated Mr. Bettendorf of the Port of Astoria and Mr. Ginn of Arrow Tug & Barge Co., Inc., regarding discussions at the preliminary hearing covering vertical clearance at the north channel span. It appears that the discussions of the hearing were quite vague as to the vertical clearance required and that some mention was made of piledrivers requiring about 70 feet clearance. It appears that there were no piledriver operators or owners present at the hearing who would have known the vertical clearance required, nor were they contacted at any subsequent time prior to the public hearing.

Our firm does not desire to be an individual dissenter in this matter, and we would therefore appreciate it very much if you could advise us of navigation interests requiring the vertical clearance in excess of 40 feet and up to 71 feet. Although we are in the category of being somewhat of an individual dissenter in this matter, it is really the people of the north shore for whom we speak because the extra costs incident to the lack of movement of our piledriver under the presently proposed north span will be assessed the people along the north shore from Ilwaco to Grays River.

RECEIVED
JUN 5 1959
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

PALMBERG CONSTRUCTION CO.

RECEIVED
JUN - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

By H. G. Palmberg

H. G. Palmberg

NOTED
G. S. PAXSON

HGP/J

RECEIVED
JUN - 4 1959
FOR FILING

NOTED
W. G. WILLIAMS

29 May 1959

Cent NPPKS-4
Bridge NPP 800.6(Col.Riv.-Bridges)-7
Initials

Palmberg Construction Company
P. O. Box 991
Astoria, Oregon

ATTENTION: Mr. H. G. Palmberg, President

Gentlemen:

In response to your letter of 22 May 1959, concerning vertical clearance of the north span of the proposed Astoria bridge, your attention is invited to the public hearing we held in Astoria on 8 July 1958. The State of Oregon held a preliminary hearing in Astoria on 5 February 1958.

At the hearing of 8 July 1958, Mr. G. S. Paxson, Assistant State Highway Engineer for the State of Oregon, stated, "In the north channel, after a conference which was held here in Astoria in which navigators interested in the river were present, we established the clearances at that north channel span as 300 feet clear in the main span and 71.1 feet at the pier lines on each side of that main span, vertical clearance."

Mr. R. J. Bettendorf, Manager, Port of Astoria also stated at the bridge hearing, "We have carefully examined the plans of the Oregon State Highway Department covering the proposed structure and in our opinion the location and navigational clearances as set forth in their application are suitable and adequate to provide for the existing and future maritime shipping and commercial interests of the Port."

Since both of these public agencies are concerned with the clearance problem you have recently presented, copies of your letter and this letter have been forwarded to the Port of Astoria and the Oregon State Highway Commission. Any request for a revision of bridge clearances must originate from the agencies requesting approval for the structure not from an individual dissenter.

cc: Oregon State Highway Department, Salem, Oregon

Captain Shaver also stated at subject hearing that, "We were not present at the preliminary hearing in regard to the bridge, but from the standpoint of standard navigation as far as the towboat industry is concerned, horizontal clearance of 300 feet and vertical clearance of 71 feet is satisfactory in our regular operations."

Your attention is again invited to paragraphs 3, 4 and 5 of our letter dated 21 May 1959, which delineate why the vertical clearance of the north span was not increased to 80 feet to accommodate floating pile drivers.

The ferry channel is not an authorized navigation project and no Federal funds can be expended in maintaining it. The risks involved in towing to Baker Bay around the lower end of Desdemona Shoals are assumed by any navigation interest, in its normal operation, due to varying weather conditions.

The public hearing held on 8 July 1958, revealed your company was alone in recommending a 40 foot vertical clearance on the north span. The objectives of public hearings are, first, to provide an opportunity for all interested parties to be informed of certain matters concerning the proposed uses of navigable waters; second, to give all interested parties an opportunity to express their views freely, fully and publicly concerning the expendiency and advisability of the proposals under consideration; and third, to obtain data on the subject of the hearing which will be useful to reporting officers and reviewing authorities in formulating sound conclusions and recommendations.

Your presence at the hearing on 8 July 1958, should make it apparent that the majority of navigation interests concurred in the authorized vertical clearance of 71.1 feet above mean lower low water for the north span of proposed Astoria bridge.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
1959
ENGINEER

cc: Oregon State Highway Dept.
Port of Astoria

PALMBER[illegible] CONSTRUCTION [illegible]CO.
ENGINEERS AND CONSTRUCTORS
DREDGING • GENERAL • PILEDRIVING
P. O. BOX 991 PHONE FA 8-1831
ASTORIA, OREGON

May 22, 1959

The District Engineer
U. S. [illegible] Engineer District
[illegible] Building
Portland 5, Oregon

Re: File No. NWP-54, Ltr. 800.6(Col. Riv. Bridges)

Dear Sir:

Referring to your letter of 21 May, 1959, I would appreciate a little additional information before pursuing the matter [illegible] vertical clearance under the north span of the proposed Columbia River bridge any further.

In our letter to which you replied, we asked for information on which the span height of 71.1 above mean lower low water was based inasmuch as we have not been able to ascertain any river navigation traffic local to this area that will require a north span vertical clearance of more than 40 feet above mean lower low water. Nor have we been able to ascertain any future navigational needs that would require a vertical clearance of 71.1 feet instead of possibly 40 feet. Therefor, the increased cost of construction from 40 feet to 71.1 feet seems unwarranted; and if the projected needs of navigation are estimated to require the 71.1 foot vertical clearance then we see no reason why this conjectural projected future clearance should not be increased to 80 feet to accommodate present floating piledrivers in the river which must have the 80 foot clearance.

Further, if the existing ferry channel becomes closed by shoaling as indicated in recent years, it would become impossible for existing floating piledrivers to get into Deep River, Grays River and Grays Bay. Of course, this could be eliminated by annual maintenance dredging in the existing ferry channel, but said dredging might cost considerably more than providing the additional 30 feet of clearance under the north span

of the present bridge. Also, to get into Baker's Bay with our floating dredriver, we cross the existing ferry channel and dig at the upper end of Sand Island which is the only safe tow to pursue during most seasons of the year. To require tows to go down the main channel and around Desdemona Shoals near the mouth of the river and back up the ferry channel to the head of Sand Island would be considered extremely hazardous during a good portion of the year.

In short, if we and those we serve with our operations are to be curtailed by refusal to construct a span with vertical clearance of 80 feet above mean lower low water, why is the vertical clearance of 71.1 feet above mean lower low water being required when from all the information that has been made available to us a 40 foot clearance above mean lower low water would be adequate?

Very truly yours,
PALMBERG CONSTRUCTION CO.

By _____
H. G. Palmberg

HGP/j

RECEIVED
JUN 1 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 1961
FOR FILING
F-003-1 (1-)
6-2161

June 5, 1961

Mr. W. A. Bugge, Director
Division of Highways
Transportation Building
Olympia, Washington

Re: Columbia River Bridge
at Astoria

Dear Mr. Bugge:

At the hearing before the U. S. Engineers for a permit for the Columbia River Bridge at Astoria, we reached an agreement with the navigators for a 70-foot clearance over the north channel, which is adjacent to the Washington shore at Point Ellice. Since that time, we have had further negotiations with them, and it has developed that we can get the approval of the navigators to lowering this vertical clearance to 40 feet above mean low water.

I propose to petition the U. S. Engineers for a revision of this permit to lower the grade line to 40 feet of vertical clearance. This will result in a very considerable saving in cost, as we can continue the concrete viaduct further to the north and eliminate two of the 354-foot spans. It will also materially help the grade line at the north end of the bridge, as we can reduce our grade from 5.767 per cent to 2.72 per cent descending toward the Washington shore.

I am enclosing herewith prints from our Drawings P-29, which shows the original layout as proposed at the hearing, and P-30, which shows the revised arrangement and grade line.

I would appreciate your approval of opening this matter up again with the U. S. Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams

RECEIVED
JUN 2 1961
FOR FILING

June 2, 1961

Board of County Commissioners
County of Pacific
Courthouse
South Bend, Washington

Gentlemen:

Under date of July 6, 1959, you wrote to Mr. R. J. Bettendorf, Manager of the Port of Astoria, signifying your consent to the lowering of the vertical clearance on that portion of the Astoria-Megler Columbia River Bridge crossing the north channel. Similar consent has been received from practically all navigators on the river, and I am assuming that the approval expressed at that time is still valid.

I propose to ask the Army Engineers to modify the permit, which now requires 70 feet, to show a 40-foot vertical clearance. If you have now no objection, I will proceed on that basis. This will materially improve our grade line across the structure, as on the higher clearance we had to use a grade steeper than 5 per cent to get down to the Washington shore.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. W. C. Williams

RECEIVED
JUN 8 1961
FOR FILING
F-003-1 (1c)
6268

Columbia River Br.
at Astoria
1 June 1961

NORTH CHANNEL STRUCTURE
Comparative Estimates

PLAN	Additional Cost	Total Additional Cost
(1) 40' Vertical Clearance	- - -	- - -
(2) 40' Vertical Clearance (Provision for future lift span)	$ 65,000.00	$ 65,000.00
(3) 40' Vertical Clearance (Lift span to 100' clearance)	$485,000.00	$550,000.00
(4) 70' Vertical Clearance (No provision for future lift span)	$1,050,000.00	($1,050,000.00) cf. 985,000

These are savings in cost by reducing the vertical clearance to 40 feet.

NOTED
G. S. HANSON

FORM 123
RECEIVED
JUN 1 1961
FOR FILE

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. STRADLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-6.2-1 (1)

1-261

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 31, 1961

Pacific Telephone & Telegraph Co.
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Tel. & Tel. Co.
Exploration for Submarine
Telephone Cable
Columbia River Bridge - Astoria
U. S. 101 Extended
Clatsop County

Gentlemen:

In order to locate and construct the Astoria Bridge it will be necessary that your telephone cable, which crosses the Columbia River near Astoria, be located. You are hereby advised to take the necessary steps to locate this cable.

This cable was placed in the Columbia River under authority of a permit from the U. S. Army Engineers; therefore, it will be the obligation of the State Highway Commission to reimburse you for the preliminary exploration work necessary to locate the cable.

So that the records of this office will be complete, would you please send us a copy of the U. S. Army permit above-mentioned.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
cc: G. S. Paxson
Ivan Merchant
Tom Edwards
J. D. Walker
C. H. Maison
M. E. Bousha
410 N. E. Clackamas
Portland 12

RECEIVED
MAY 31 1961
CHIEF C
STATE HIGHWAY ENGINEER

G. S. PAXSON

RECEIVED
MAY 22 1961
FOR FILING
F-0403-1 (1.)
6-01-1

May 19, 1961

Knoerle, Graaf and Bender
210 North Calbert Street
Baltimore, Maryland

Attention: Mr. Ed Holland

Gentlemen:

Governor Hatfield has requested that I advise you of the status of the design and construction plans for the proposed Columbia River Bridge between Astoria, Oregon, and near Megler, Washington.

The design status is as follows:

In 1959, both the Oregon and Washington Legislatures passed legislation authorizing the preparation of plans for the bridge and obtaining the necessary permit from the U. S. Corps of Engineers. All preliminary features of the bridge were completed subsequent thereto, and the permit has been received from the Federal Government. The Bridge Divisions of the States of Oregon and Washington are now completing the detailed plans and expect to have same completed in time to award starting contracts by the end of this year, 1961.

The construction work will be let by conventional contract, and most probably the construction supervision, et cetera, will be done by the Oregon State Highway Department with the approval and assistance of the Washington Department of Highways.

It is not proposed to engage the services of consulting firms in either design or construction of this bridge. If perchance I have not given you the information you were seeking in your discussion with Governor Hatfield, I will be pleased to furnish additional information if you will specify any additional information you might need.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ge
bc Governor Mark Hatfield
cc Cooper
Paxton

RECEIVED
MAY 17 1961
FOR FILING
F-DOT-7(16)
WPPGA
0261

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

15 May 1961

State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter dated 11 May 1961 regarding description and elevations of bench marks J 309, K 309 and triangulation stations "Point Ellice" and other monuments near Wegler, Washington.

Inclosed is a copy of Line 712, 1929 datum, which includes the elevations for monuments requested. Also included is Line 108 which is based on 1947 datum for marks in the vicinity.

If we may be of further assistance to you in this area, please feel free to call on us.

Sincerely yours,

B. E. WILCOX
Chief, Engineering Division

2 Incls.:
#1 - Line 712, 1929 datum.
#2 - Line 108, 1947 datum.

Encl

RECEIVED
MAY 29 1961
FOR FILING

COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
R. A. NOISIO
TACOMA
ERNEST A. COWELL
EUREKA
H. E. MORGAN
LONGVIEW
GEORGE D. ZAHN
METHOW

LORENZ GOETZ, SECRETARY
OLYMPIA

F-883-1 (16)
6268

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 GORDON AVE.
NO. 2 WENATCHEE
P. O. BOX 99
NO. 3 OLYMPIA
P. O. BOX 867
NO. 4 VANCOUVER
4600 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 4
400 SPOKANE ST.

May 15, 1961

REFERRED TO
COO Bef
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

In regard to your request for consideration by the State of Washington of adding that portion of the proposed Astoria-Megler Bridge in Washington to Federal Aid Route No. 2, in view of the recent legislation passed in your state, I can readily understand the reason for your request for the addition of the Washington portion of this proposed bridge to the Federal Aid system and you may be assured we will proceed in the necessary manner so as to make the proper application to the Bureau of Public Roads in compliance with your request.

Very truly yours,

W. A. BUGGE
Director of Highways

WAB/rr

RECEIVED
MAY 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1961
FOR FILING

May 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Chapter 345, Oregon Laws of 1961, requires that the Highway Commission sell, not to exceed, 24 million dollars in bonds to finance a bridge across the Columbia River (in the Astoria area). As this proposed bridge (which will eliminate the present ferry) is an integral part of U. S. Route 101, Federal-aid Route 2, it is desirable that it be added to the Federal-aid System.

Should this application have Public Roads' approval, it would be the intention of this department to program the main span as a bond project. By terms of the new law, bond financing was not provided for the Oregon approach so that it would be the Commission's intention to program this feature as a regular Federal-aid project.

The Highway Commission hereby requests that the section indicated on the attached sketch map be added to Federal-aid Route 2. Your early and favorable action to this request will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

cc: Mr. Forrest Cooper

RECEIVED
MAY 10 1961
FOR FILING

May 9, 1961

Mr. W. A. Bugge, Director
Washington Dept. of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

As our legislature recently passed the Astoria Bridge Bond Bill, it appears desirable to have the proposed structure added to the Federal-aid System. As our new law will not permit bond funds to be used on the approaches, it appears, at the moment, that Oregon will have to rely on Federal-aid financing to construct the Astoria approach.

It is our intention to request the Bureau of Public Roads to add that portion of the proposed bridge in Oregon to Federal-aid Route No. 2. It is desired, therefore, that the State of Washington also request the portion in your state be added to your Federal-aid System. This should not involve more than about a one-half-mile section. We understand that such an action by both states will be necessary.

Very truly yours,

R. C. Williams
State Highway Engineer

RLP:sw
Enclosure (map)
cc: Forrest Cooper
R. L. Porter

MEGLER

U. S. 101

WASHINGTON
OREGON

PACIFIC CO.
CLATSOP CO.

COLUMBIA

Proposed Extension of Oregon Coast Highway, FAP RT. 2
3.5 Mi.

TOLL FERRY

RIVER

YOUNGS

US 30

COLUMBIA RIVER HIGHWAY
FAP Rt. 1

US 101

ASTORIA

WARRENTON

Rt. 2

BAY

FAP

YOUNGS

ORE. 202

RIVER

To Jewell

To Seaside

OREGON STATE HIGHWAY DEPARTMENT

Map Of

FEDERAL AID HIGHWAYS IN VICINITY OF ASTORIA

Showing

PROPOSED EXTENSION OF FAP ROUTE 2

OREGON COAST HIGHWAY

CLATSOP COUNTY

Proposed Extension FAP Rt. 2
Length 3.5 Mi.

Scale 1" = 1 mi.

May, 1961

RECEIVED
MAY 9 1961
FOR FILING
F-003-1 (16)
(226)

Salem, Oregon
May 8, 1961

Astoria Bridge Survey

Mr. J. D. Walker

Under the law passed by the State of Washington authorizing the Astoria Bridge, it is provided that the cost of the Oregon approach be borne entirely by Oregon, including the cost of location.

Will you please arrange your cost accounting so that when costs incurred in connection with location or other survey matters on the Oregon approach southerly or westerly of Station 318+97.17 can be segregated from other survey costs. This station is the official northerly end of the Oregon approach.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Tom Edwards
Mr. C. H. Maleen

NOTED
N. WILDER

NOTED
C. E. WILSON

NOTED
Vern Smith

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Division of Personnel
and Public Relations

61-60-Se

EMpire 4-2171
Extension 439

See memo 1964
updated story.

FOR IMMEDIATE RELEASE

May 3, 1961

Preparation of final plans for the $24 million Astoria-Megler Bridge across the mouth of the Columbia River has begun by the Oregon State Highway Department with the assignment last week of a special survey party to complete the location survey, and the setting up of a 10-man bridge design section in Salem to turn preliminary drawings into completed plans for letting of contracts.

The resumption of activity closely follows approval of a bill by the Oregon legislature for financing of the proposed bridge, and the signing into law of the measure last Thursday, April 27, by Governor Mark O. Hatfield. Earlier, the Washington legislature had passed a similar bill making possible the replacement of the present outdated ferry system and link the Oregon and Washington sections of U. S. 101.

The bridge will stretch 4.1 miles from Astoria, Oreg., to Point Ellice, near Megler, Wash., a length that will make it one of the longest bridges on the Pacific Coast. From the south, the new section of U. S. 101 will begin at a toll station just off Astoria's Marine Drive, curve counterclockwise through a full 360 degrees as the Astoria approach raises to the ship channel, make a long leap high across the main ship channel near the south river bank, drop to 25 feet above sea level for more than 10,000 feet across the sometimes-dry Desdemona Sands, then rise briefly again for 70 feet of vertical clearance over the north ship channel before descending again in a brief Washington shore approach.

(more)

The Astoria approach will utilize prestressed concrete beam spans set on concrete piers, located to avoid overloading the slide-prone Astoria hills. After its first beginning in a turn north off Marine Drive, the approach will rise in a gradual curve, cross Marine Drive once, continue the curve in an easterly direction, still gaining altitude, and re-cross Marine Drive a second time on roughly a north-south axis.

At this point, a steel deck truss section will carry the roadway to the 2,414-foot, three span through cantilever section, the main channel crossing. Crossing the main ship channel, the lowest steel member of the center span will be nearly 205 feet above mean low water and stretch 1,204 feet between the two steel towers supporting the cantilever spans, clearance enough to float the U. S. Navy's biggest battleship under the bridge at high tide. The towers will be mounted on concrete piers protected by wooden fenders, leaving a ship channel 1,070 feet wide.

From the north end of the third cantilever span, the roadway descends by steel deck truss and steel plate girder sections to an elevation 25 feet above mean sea level, then proceeds across Desdemona Sands, a 10,000-foot stretch of river sand, either awash or covered shallowly by water at low tide. 178 prestressed concrete deck spans 60 feet long will rest on concrete pilings.

As the viaduct approaches the seldom-used north ship channel, the span length will increase to 120 feet, and steel plate girders on concrete piers will again raise the roadbed. Nine 354-foot long steel through-truss spans cross the channel, providing clearance of 70 feet in height and 300 feet in width at mean low water under the center span. Foundations for the piers here will be the deepest of the entire bridge, and one may go down as far as 90 feet below sea level to reach the solid foundation of the river bottom. Four concrete beam spans will carry the roadway down to the Megler approach.

(more)

The deck will contain two 14-foot lanes, with an additional one and a half foot refuge area on each side next to the handrail, although the four-mile bridge length makes pedestrian use doubtful except in emergencies. Additional width will be provided at the toll station off Marine Drive on the Astoria approach.

The bridge is designed to withstand some of the toughest attacks of nature. Gusts of 150 miles per hour from the fierce Pacific storms that occasionally batter the coast will still leave the bridge with a safety factor, and the concrete piers are built with an eye toward the river flood speed of nine miles per hour when whole trees are swept along and sand would eat away any weaker substance. Concrete is used in place of steel wherever possible to reduce the maintenance cost of painting in the face of constant attacks of corrosive salt spray.

Arrangements for a meeting between the Oregon State Highway Commission, and Washington State Highway Commission, are being made, at which a formal agreement covering the partnership arrangement between the two parties will be drawn up for signing. Under the present working agreement, the Oregon State Highway Department is preparing the project for contracting, subject to a final check and approval by the Washington engineers.

The authorization from the two state legislatures provide that the anticipated deficit in toll revenue necessary to operate and maintain the bridge and to pay off the bonds is to be made from other state funds. The first $100,000 annual deficit will be paid by Oregon and the remainder split 60 per cent to Oregon and 40 per cent to Washington. Each state will build its own approach.

# # #

RECEIVED
MAY 1 1961
FOR FILING
F-003-1(16)
6268

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK 6, N. Y.
TELEPHONE BEekman 3-6300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
JOHN O. BICKEL
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.

CONSULTANTS
JOHN P. HOGAN
EUGENE L. MACDONALD
W. E. R. COVELL
FRANCIS V. DU PONT

April 26, 1961

Mr. Glenn S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon.

(Astoria-Columbia R/R Bridge)

Dear Mr. Paxson:

Thank you so much for your prompt reply to my letter of April 19th concerning the Columbia Bridge at Astoria. When I wrote you I did not appreciate, of course, that a significant amount of engineering work on this bridge had already been accomplished.

Our interest in assisting you from time to time on some of your bridge or highway work is not limited to this bridge at Astoria or any other particular project. We would always be glad to furnish engineering services to you and to the Oregon State Highway Department at any time, from either our New York or San Francisco offices. The latter office is in charge of one of our most competent engineers, Mr. John E. Everson. We are ready and happy to call on you at Salem any time that you might think that we could be of assistance.

With best personal regards, I am

Sincerely yours,

M. N. Quade

MNQ:Y

RECEIVED
APR 28 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
APR 21 1961
FOR FILING
Comet
Bridges
Columbia
Victoria

April 21, 1961

Mr. Maurice H. Quade
Parsons, Brinckerhoff, Quade & Douglas
Consulting Engineers
165 Broadway
New York 6, New York

Dear Mr. Quade:

I have your letter of April 19 concerning the Columbia River Bridge at Astoria. This project has a rather long history.

At the legislative session two years ago, authorization was given for its construction but the completed bills of the states of Oregon and Washington were not compatible and the project could not go forward. We were, at that time, however, directed to prepare a design and we were pretty well along with the basic design up to detailing at the time the project was shelved. We are proceeding with the design in this office together with help from the Washington State Highway Commission.

Under the present authorization of plans, it is not probable that the services of consultants will be employed. You can rest assured that if consultants are called in your firm will receive every consideration.

Best personal regards.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

cc Mr. W. C. Williams

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
165 BROADWAY, NEW YORK 6, N. Y.
TELEPHONE BEEKMAN 3-6300

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
JOHN O. BICKEL
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.

CONSULTANTS
JOHN P. HOGAN
EUGENE L. MACDONALD
W. E. R. COVELL
FRANCIS V. DuPONT

April 19, 196[illegible]

Mr. Glenn S. Paxson
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon.

Re: Proposed Columbia River Bridge at Astoria, Oregon - Engineering Services.

Dear Mr. Paxson:

We understand that Oregon has already passed Legislation pertaining to the construction of a proposed bridge over the Columbia River at or near Astoria, Oregon, and that the State of Washington is expected to ask similar Legislation during the present session of the Legislature. We also understand that the State of Oregon will be in charge of the design and construction of this Bridge.

The principal purpose of this letter is to let you know of the interest by the firm and also my own personal interest in this project, and that if you should be employing a private engineering firm to assist you on this project we would like very much to be that firm. It is not my intention to recite to you at this time the firm's qualifications for designing and supervising the construction of long span and movable bridges. Perhaps this is unnecessary anyway, as far as you are concerned, because of your familiarity with our work.

I do, however, want you to know of our interest in this project and our hope that we will be invited to discuss it with you at the proper time, and in the event that you will be seeking some assistance outside of your own Department.

1968 ENGINEERS 75TH ANNIVERSARY

NOTED

Mr. Glenn S. Paxson
Assistant State Highway Engineer

April 19, 1961

I am ready to come to your office at any time that you might want to talk about it.

With best personal regards, I am

Sincerely yours,

M. N. Quade

MNQ:Y

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APR 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

No

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Division of Personnel
and Public Relations

61-49-Se

EMpire 4-2171
Extension 439

FOR IMMEDIATE RELEASE

April 21, 1961

A special survey crew will set up its transits Monday to make final checks on the line for the Astoria-Megler Bridge, the Oregon State Highway Department announced today.

Locating Engineer Edward J Hall will head a party of four who will start immediately to recheck the exact distance across the Columbia River, and to survey the area where the Astoria approach is to be located so right of way buyers can begin acquiring the necessary land.

At Salem, a separate design section in the department's Bridge Division has been set up to turn the preliminary design into the completed plans for contracts. Ten design engineers will devote full time to the Astoria-Megler project in an effort to have the job ready for contracting by the end of this year.

The sudden flurry of action on the 4.1 mile span comes on the heels of passage of a bill by the Oregon Senate and House of Representatives for financing of the $24 million proposed bridge, and indication by Governor Mark O. Hatfield that he favors the bill and will sign it into law. Similar action was taken earlier this year by the Washington State legislature.

# # #

RECEIVED
APR 13 1961
FOR FILING
F-003-1 (16)
6361

Salem, Oregon
April 12, 1961

Mr. C. N. Nelson
Auditor
OFFICE

Regarding the proposed bond issue for the Astoria Bridge. If the bond issue is authorized, it will be necessary to keep a complete, accurate, detailed account of the costs of the bridge and of the bond funds expended.

So as to be prepared, we have set aside "Major Classification" Account 16 for all bond fund expenditures in connection with the bridge. It is our understanding that the Oregon Approach and the Washington Approach will not be constructed with bond funds; therefore, these expenditures will not be charged to Major Classification 16.

Assuming the first work to be done and the first charges to be made will be in connection with the design of the main bridge, we are now setting up the following prefix to cover this work:

Prefix 4-1801 (900 Series) Designing main channel bridge

Bridge design and preliminary engineering work on the Oregon Approach will be assigned another prefix at a later date. Also, construction prefixes will be assigned from time to time as contracts are let.

The above is in line with your discussion with Mr. Hurdle.

R. L. Porter
Office Engineer

JAH:ew

RECEIVED
APR 11 1961
FOR FILING

F-02-1(1)
0202

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT: Astoria Bridge

To: OFFICE MEMO:

It appears at this time that the Legislature will direct the Highway Departments of Oregon and Washington to proceed with the construction of a bridge across the Columbia River at Astoria.

To accomplish the design work a special design section will be set up under the direct supervision of Mr. L. L. Wallace.

The following men will be detached from their present work assignments at such time as this can be accomplished without any loss of overall efficiency, and will be assigned as the Astoria Bridge Design Sections:

1. Jack Allaway
2. John Tindall
3. Gordon Ballard
4. Steve Lee
5. Jerry Backstrand
6. Kenneth Archibald
7. Miles King
8. Marion Craft
9. Jack Laing

Mr. Walter Hart will assume the position of acting preliminary plans engineer.

Ivan D. Merchant
Bridge Engineer

IDM/nm

cc: Mr. T. C. Roake
Mr. T. G. Thompson
Mr. L. L. Wallace
Mr. Walter Hart
Mr. G. S. Paxson

RECEIVED
APR 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1961
FEB 3-1961

30-YEAR ESTIMATE OF FERRY OPERATION COSTS

Year	Number of Vehicles	Revenues	Total Cost	Loss*	
1961	123,500	222,300	371,075	148,775	
1962	123,500	222,300	399,175	176,875	
1963	123,500	222,300	466,725	244,425	
1964	124,500	224,100	388,775	164,675	
1965	126,000	226,800	349,830	123,030	
1966	127,000	228,600	355,880	127,280	
1967	128,500	231,300	360,440	129,140	
1968	130,000	234,000	365,490	131,490	
1969	131,000	235,800	370,550	134,750	
1970	132,500	238,500	374,100	135,600	
1971	135,000	243,000	379,150	136,150	
1972	137,500	247,500	384,250	136,750	
1973	140,500	252,900	389,800	136,900	
1974	143,000	257,400	394,900	137,500	
1975	146,000	262,800	400,450	137,650	
1976	149,000	268,200	404,550	136,350	
1977	152,000	273,600	409,150	135,550	
1978	155,000	279,000	414,700	135,700	If New Ferry
1979	158,000	284,400	417,300	132,900	is built in 1980**
1980	161,000	289,800	404,850	115,050	
1981	164,500	296,100	398,450	102,350	148,350
1982	167,500	301,500	403,000	101,500	148,500
1983	171,000	307,800	411,600	103,800	150,800
1984	174,500	314,100	421,150	107,050	154,050
1985	178,000	320,400	424,750	104,350	151,300
1986	181,500	326,700	434,300	107,600	154,550
1987	185,000	333,000	440,900	107,900	154,850
1988	189,000	340,200	445,450	105,250	152,250
1989	192,500	346,500	451,000	104,500	151,500
1990	196,500	353,700	460,600	106,900	153,900
			Total	3,907,740	4,376,590
			Average	130,258	145,886

* Includes one new ferry.
** Includes two new ferries.

File Astoria Bridge

RECEIVED
MAR 23 1961
FOR FILING
F 0031 (12)
6'68

March 23, 1961

Mr. Sidney A. King, Director
Safety and Public Relations
Oregon State Motor Association
600 S. W. Market Street
Portland 1, Oregon

Dear Mr. King:

The data that I furnished you relative to the proposed Astoria-Megler bridge did not give proper weight to savings to Oregon by reason of benefits that would accrue by not operating the ferries if a new bridge is built. Our best estimates indicate that during the lifetime of the bonds the ferry deficit would amount to $4,380,000, or an average of $146,000 a year. This results in the lowering of the Oregon deficit. For your information, I enclose two tabulations, one being based on a 3½ per cent bond issue and one, a 3-3/4 per cent.

The over-all percentage of costs to the two states, which includes the bond deficit, maintenance, and approach construction, results in a figure of Oregon - 62.3 per cent; Washington - 37.7 per cent--based on the 3½ per cent bond issue. For a 3-3/4 per cent bond issue, the figures are Oregon 63.3 per cent and Washington 36.7 per cent.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

Enclosure

cc Forrest Cooper
G. S. Paxson

RECEIVED
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
HENRIETTA K. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
ROSEBURG
FOR FILING
FLOYD QUERY, SECRETARY
SALEM
MAR 8 1961
E-102-1 (1)

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

March 22, 1961

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Governor Hatfield:

Reference is to the bill authorizing the Oregon State Highway Commission to co-operate with the State of Washington in building a bridge across the Columbia River at Astoria. This bill is modeled to conform with a companion bill already passed by the Washington legislature. The bills provide that each State shall finance its own approach to the main structure from usual highway revenues, and that the main structure be financed by a bond issue with a maximum amount of $24 million. The anticipated revenues are not sufficient to maintain and operate the project, and the bills provide that the first $100 thousand deficit in any one year be borne by Oregon and that the remainder of the deficit be borne 40 per cent by the State of Washington and 60 per cent by the State of Oregon, with a further proviso that the maximum Washington contribution in any one year shall be $200 thousand.

The Oregon State Highway Commission is not opposing this measure, but it believes that you and the members of the legislature should be advised as to the effect upon the highway fund by this proposed method of financing.

There is considerable question as to the interest rate which would be required in floating a bond issue of this size over a 30-year period. We have made calculations of the total cost, the average annual cost, and the costs in the first and last years of the bond period which would be assessed against Oregon. In making these estimates, we have used a principal sum of $22 million, which is sufficient to cover the estimated cost for the main structure itself, exclusive of the approaches in each state. We have consulted financial bond experts in the state of Oregon as to what interest rates might be received on the sale of the bonds. The men consulted were Mr. Russell M. Colwell, Vice President of The First National Bank of Oregon; Mr. Fred G. Johnson, Vice President of the United States National Bank; and Gordon Barker, of the Oregon State Treasurer's office. Their opinion ranged between 3½ per cent and 3-3/4 per cent. I am, therefore, preparing two estimates, one based on 3½ per cent and one based on 3-3/4 per cent. Copies of these tabulations are attached hereto.

The cost of the approach on the Oregon side is estimated at $1,575,000. The cost of the approach on the Washington side is estimated at $180 thousand. The annual cost of amortizing the Oregon approach is $90 thousand at the 3½ per cent and $93 thousand at the 3-3/4 per cent. The bills also provide that the maintenace on the structure shall be paid from ordinary highway revenues and divided equally between Oregon and Washington. In the attached tabulations, the cost to Oregon in amortizing the approach and Oregon's share of the maintenance is included in the total Oregon bridge cost. When the bridge is in operation, it will no longer be necessary to operate the ferries. These ferries operate at a loss. The estimated average annual deficit over the 30-year period, including amortization of new equipment, is $146 thousand. You will note that at the 3½ per cent rate the Oregon cost over the 30-year period is $12,751,000, the average annual cost $368 thousand, the cost in the first year of operation $533 thousand, and the cost in the thirtieth year $227 thousand. At the 3-3/4 per cent interest rate, the total Oregon cost over the 30-year period is $13,831,000, the average annual cost $399 thousand, the cost in the first year of operation $574 thousand, and the cost in the thirtieth year $252 thousand.

The project is in Division II of the state, but it will not be feasible to assign all of these annual costs to that division without very seriously curtailing all other highway work. It would, therefore, be necessary to take these funds from the highway revenues prior to allocating to the five divisions of the state. The attached tabulations show the amount of money that would be diverted from each of these geographical divisions in order to finance the project.

In these bills is a provision that Washington's maximum in any one year shall be $200 thousand. This means that if construction costs exceed the estimates which we have made and the cost of the structure to be financed by bonds exceeds the $22 million on which the figures are based Oregon would be picking up any overrun in these costs. Also, should traffic not equal the estimates upon which revenues are based, Oregon again would be required to make up any deficit in these revenues.

It should also be borne in mind that the State of Oregon will be issuing these bonds and that Oregon will be primarily responsible for their payment. Any default on the part of Washington in its sharing of these costs would become Oregon's responsibility in the payment of the bonds.

Again, we wish to make it clear that this is a matter of policy to be decided by the legislature, but we feel that it is our responsibility to see that the figures are clearly presented. Should the legislation be approved, the Highway Commission will proceed promptly to comply with the legislative intent.

Very truly yours,

M. K. McIver
Chairman

Enclosure

RECEIVED
MAR 20 1961
FOR FILING

March 16, 1961

Hon. Anthony Iturri
Oregon State Senate
Capitol Building
Salem, Oregon

Dear Senator Iturri:

At the request of Representative William Holmstrom, we have prepared a set of tabulations pertaining to the proposed Astoria-Megler Toll Bridge for such use as you wish to make of these tabulations.

I wish to bring your attention to the following facts:

1. This schedule is on a proposed 3½-per-cent interest rate. I think it is somewhat questionable if we can sell bonds for 3½-per cent interest.

2. You will note the subsidy to the State of Oregon over the 30-year period would amount to approximately $11,429,000, exclusive of amortization of cost of the Oregon approach and maintenance. In addition to the subsidy indicated, which, by the way, we have broken down into the five districts of the state, it will require an approximate $87,000 per year to amortize the cost of the Oregon approach and an average annual cost over the 30-year period of $75,000 for maintenance.

Therefore, the average annual cost to the State of Oregon over and beyond toll revenues would approximate $540,000. Over the 30-year period, the cost to Oregon will be approximately 70 per cent and to Washington 30 per cent of the total.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms me
Enclosure - also Schedule XIV

cc M. K. McIver
Kenneth N. Fridley
Glenn L. Jackson
Forrest Cooper
G. S. Paxson
Ralph Sipprell

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

March 10, 1961

SUBJECT: Debt Service Schedule
Proposed Astoria-Megler Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In accordance with your verbal instructions, we have prepared the attached Debt Service Schedule XIV showing a financial schedule for the proposed Astoria-Megler Toll Bridge according to the provisions of Washington Senate Bill 431.

The schedule assumes a $22,000,000, 3¼ percent, 30-year bond issue, with the cost of bridge approaches and maintenance financed from other funds. The total amount of subsidy consists of the difference between the gross toll income, less operating expense, and the debt service requirement. Washington's subsidy would be limited to 40 percent of any deficit in excess of the $100,000 basic subsidy paid by Oregon, not to exceed $200,000 per year, the remainder of the required subsidy being paid by Oregon.

In addition to the six copies of the Debt Service Schedule, also attached are six copies of the table requested showing the Oregon subsidy schedule prorated among the five highway divisions according to the current Division fund distribution formula.

T. B. Crandall
Traffic Engineer

WJB:mp
Attachments

RECEIVED
MAR 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1961
FOR FILING
Comm
Bridges
Interstate
Clerk

March 10, 1961

Honorable Wm. D. Holmstrom
House of Representatives
Capitol Building
Salem, Oregon

Dear Mr. Holmstrom:

In compliance with your request, I attach hereto three copies of a schedule for bond retirement on the Astoria-Megler Toll Bridge. This is marked "Schedule XIV" and is for an issue of $22,000,000 over a period of 30 years at 3¼ per cent. This $22,000,000 covers the main structure only, leaving the approaches on the Oregon and Washington sides to be financed by the respective States. It is also based upon Oregon assuming the first $100,000 of the deficiency in meeting the bond retirement requirements and prorating the remainder of the deficit 40 per cent to Washington and 60 per cent to Oregon. This tabulation also excludes maintenance costs, which are to be divided equally between the two States and met from funds outside of the bond issues.

This schedule is in accord with the law passed by the Washington Legislative Assembly a few days ago entitled "Substitute Senate Bill No. 431, State of Washington, 37th Regular Session".

The approach to the bridge on the Oregon side is estimated at approximately $1,500,000, and if financed by bonds, would require approximately $89,000 per year over a 20-year period with interest at 3½ per cent.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPaxs

cc to: Mr. W. C. Williams

NOTED
G. S. PAXSON

30-YEAR ESTIMATE OF FERRY OPERATION COSTS

Year	Number of Vehicles	Revenues	Total Cost	Loss*	If New Ferry is built in 1980**
1961	123,500	222,300	371,075	148,775	
1962	123,500	222,300	399,175	176,875	
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1964	124,500	224,100	388,775	164,675	
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1974	143,000	257,400	394,900	137,500	
1975	146,000	262,800	400,450	137,650	
1976	149,000	268,200	404,550	136,350	
1977	152,000	273,600	409,150	135,550	
1978	155,000	279,000	414,700	135,700	
1979	158,000	284,400	417,300	132,900	
1980	161,000	289,800	404,850	115,050	
1981	164,500	296,100	398,450	102,350	148,350
1982	167,500	301,500	403,000	101,500	148,500
1983	171,000	307,800	411,600	103,800	150,800
1984	174,500	314,100	421,150	107,050	154,050
1985	178,000	320,400	424,750	104,350	151,300
1986	181,500	326,700	434,300	107,600	154,550
1987	185,000	333,000	440,900	107,900	154,850
1988	189,000	340,200	445,450	105,250	152,250
1989	192,500	346,500	451,000	104,500	151,500
1990	196,500	353,700	460,600	106,900	153,900
			Total	3,907,740	4,376,590
			Average	130,258	145,886

* Includes one new ferry.
** Includes two new ferries.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SUMMARY OF FINANCE DATA-PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period-Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total[1]	Annual Average[1]	First Year	Last Year
Debt Service Requirement	$ 38,195	$ 1,196	$ 1,196	$ 1,197
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	17,726	514	752	284
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated	14,426	414	652	184
Washington	5,347	158	200	74
Oregon	9,079	256	452	110
Maintenance Expenses				
Washington's Share	2,052	68	56	81
Oregon's Share	2,052	68	56	81
Oregon Approach Costs[2]	2,700	90	90	90
Total Washington Costs[3]	7,725	237	267	166
Oregon Costs				
Gross Bridge Costs	17,131	514	698	381
Less Ferry Deficit	4,380	146	165	154
Total Oregon Costs	12,751	368	533	227
Allocation by Division				
Division I	2,933	85	123	52
Division II	3,111	90	130	55
Division III	2,945	85	123	53
Division IV	1,747	50	73	31
Division V	2,015	58	84	36

1/ Bond interest during the construction period is included in total costs. Average costs are calculated for the 30-year amortization period 1964-1993.

2/ Oregon approach cost based on an initial bond issue of $1,650,000 at 3½ percent interest with a 30-year amortization period.

3/ Washington total costs includes approach costs based on an initial bond issue of $200,000 at 3½ percent interest with a 30-year amortization period.

Ore-62.3 WASH-37.7

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SUMMARY OF FINANCE DATA - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total [1]	Annual Average [1]	First Year	Last Year
Debt Service Requirement	$ 39,490	$ 1,234	$ 1,234	$ 1,234
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	19,021	552	790	321
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated				
Washington	5,638	168	200	88
Oregon	10,083	284	490	133
Maintenance Expenses				
Washington's share	2,052	68	56	81
Oregon's share	2,052	68	56	81
Oregon Approach Costs [2]	2,776	93	93	92
Total Washington Costs [3]	8,027	247	267	180
Oregon Costs				
Gross Bridge Costs	18,211	545	739	406
Less Ferry Deficit	4,380	146	165	154
Total Oregon Costs	13,831	399	574	252
Allocation by Division				
Division I	3,181	92	132	58
Division II	3,375	97	140	61
Division III	3,195	92	132	58
Division IV	1,895	55	79	35
Division V	2,185	63	91	40

1/ Bond interest during the construction period is included in total costs. Average costs are calculated for the 30-year amortization period, 1964-1993.
2/ Oregon approach cost based on an initial bond issue of $1,650,000 at 3 3/4 percent interest with a 30-year amortization period.
3/ Washington total costs include approach costs based on an initial bond issue of $200,000 at 3 3/4 percent interest with a 30-year amortization period.

Ore 63.3 Wash-36.7

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SCHEDULE XIV
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3¼ Percent (Cost of approaches and maintenance not included in project) 1/
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

erating Expense	Net Income from Tolls	Oregon Basic Subsidy	Prorated Subsidy 3/ Oregon	Prorated Subsidy 3/ Washington	Prorated Subsidy 3/ Total	Debt Service Requirement	Bonds Outstanding Beginning of Year	Interest Payment	Maintenance Costs Oregon	Maintenance Costs Washington
4/	$ 4/	$ 100	$ 415	$ 200	$ 715	$ 715	$ 22,000	$ 715	$ 4/	$ 4/
4/	4/	100	415	200	715	715	22,000	715	4/	4/
4/	4/	100	415	200	715	715	22,000	715	4/	4/
89	444	100	415	200	715	1,159	22,000	715	56.5	56.5
91	507	100	352	200	652	1,159	21,556	701	57.0	57.0
92	518	100	341	200	641	1,159	21,098	686	58.0	58.0
94	528	100	331	200	631	1,159	20,625	670	58.5	58.5
95	540	100	319	200	619	1,159	20,136	654	59.5	59.5
96	551	100	308	200	608	1,159	19,631	638	60.5	60.5
97	563	100	298	198	596	1,159	19,110	621	61.5	61.5
99	574	100	291	194	585	1,159	18,572	604	62.0	62.0
100	587	100	283	189	572	1,159	18,017	585	63.0	63.0
101	600	100	275	184	559	1,159	17,443	567	64.0	64.0
103	612	100	268	179	547	1,159	16,851	548	64.5	64.5
104	625	100	260	174	534	1,159	16,240	528	65.5	65.5
105	639	100	252	168	520	1,159	15,609	507	66.5	66.5
107	651	100	245	163	508	1,159	14,957	486	67.0	67.0
108	666	100	236	157	493	1,159	14,284	464	68.0	68.0
109	680	100	227	152	479	1,159	13,589	442	69.0	69.0
111	694	100	219	146	465	1,159	12,872	418	69.5	69.5
112	709	100	210	140	450	1,159	12,131	394	70.5	70.5
113	724	100	201	134	435	1,159	11,366	369	71.5	71.5
115	739	100	192	128	420	1,159	10,576	344	72.0	72.0
116	755	100	182	122	404	1,159	9,761	317	73.0	73.0
117	772	100	172	115	387	1,159	8,919	290	74.0	74.0
119	787	100	163	109	372	1,159	8,050	262	74.5	74.5
120	804	100	153	102	355	1,159	7,153	232	75.5	75.5
121	822	100	142	95	337	1,159	6,226	202	76.5	76.5
123	839	100	132	88	320	1,159	5,269	171	77.0	77.0

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SCHEDULE XIV
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3¼ Percent (Cost of approaches and maintenance not
Based on Toll Income Estimates by Washington Department of Highw
(Amounts shown are in thousands of dollars)

Year	Gross Toll Income 2/	Operating Expense	Net Income from Tolls	Oregon Basic Subsidy	Prorated Subsidy 3/ Oregon	Washington	Total	Debt Service Requirement	B Out Be o
1961	$ 4/	$ 4/	$ 4/	$ 100	$ 415	$ 200	$ 715	$ 715	$ 2
1962	4/	4/	4/	100	415	200	715	715	2
1963	4/	4/	4/	100	415	200	715	715	2
1964	533	89	444	100	415	200	715	1,159	2
1965	598	91	507	100	352	200	652	1,159	2
1966	610	92	518	100	341	200	641	1,159	2
1967	622	94	528	100	331	200	631	1,159	2
1968	635	95	540	100	319	200	619	1,159	2
1969	647	96	551	100	308	200	608	1,159	1
1970	660	97	563	100	298	198	596	1,159	1
1971	673	99	574	100	291	194	585	1,159	1
1972	687	100	587	100	283	189	572	1,159	1
1973	701	101	600	100	275	184	559	1,159	1
1974	715	103	612	100	268	179	547	1,159	1
1975	729	104	625	100	260	174	534	1,159	1
1976	744	105	639	100	252	168	520	1,159	1
1977	758	107	651	100	245	163	508	1,159	1
1978	774	108	666	100	236	157	493	1,159	1
1979	789	109	680	100	227	152	479	1,159	1
1980	805	111	694	100	219	146	465	1,159	1
1981	821	112	709	100	210	140	450	1,159	1
1982	837	113	724	100	201	134	435	1,159	1
1983	854	115	739	100	192	128	420	1,159	1
1984	871	116	755	100	182	122	404	1,159	
1985	889	117	772	100	172	115	387	1,159	
1986	906	119	787	100	163	109	372	1,159	
1987	924	120	804	100	153	102	355	1,159	
1988	943	121	822	100	142	95	337	1,159	
1989	962	123	839	100	132	88	320	1,159	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SCHEDULE XIV

E SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
at 3¼ Percent (Cost of approaches and maintenance not included in project) 1/
11 Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

gon sic sidy	Prorated Subsidy 3/ Oregon	Washington	Total	Debt Service Requirement	Bonds Outstanding Beginning of Year	Interest Payment	Maintenance Costs Oregon	Washingt
00	$ 415	$ 200	$ 715	$ 715	$ 22,000	$ 715	$ 4/	$ 4/
100	415	200	715	715	22,000	715	4/	4/
100	415	200	715	715	22,000	715	4/	4/
100	415	200	715	1,159	22,000	715	56.5	56.5
100	352	200	652	1,159	21,556	701	57.0	57.0
100	341	200	641	1,159	21,098	686	58.0	58.0
100	331	200	631	1,159	20,625	670	58.5	58.5
100	319	200	619	1,159	20,136	654	59.5	59.5
100	308	200	608	1,159	19,631	638	60.5	60.5
00	298	198	596	1,159	19,110	621	61.5	61.5
100	291	194	585	1,159	18,572	604	62.0	62.0
100	283	189	572	1,159	18,017	585	63.0	63.0
100	275	184	559	1,159	17,443	567	64.0	64.0
100	268	179	547	1,159	16,851	548	64.5	64.5
100	260	174	534	1,159	16,240	528	65.5	65.5
100	252	168	520	1,159	15,609	507	66.5	66.5
100	245	163	508	1,159	14,957	486	67.0	67.0
100	236	157	493	1,159	14,284	464	68.0	68.0
100	227	152	479	1,159	13,589	442	69.0	69.0
100	219	146	465	1,159	12,872	418	69.5	69.5
100	210	140	450	1,159	12,131	394	70.5	70.5
100	201	134	435	1,159	11,366	369	71.5	71.5
100	192	128	420	1,159	10,576	344	72.0	72.0
100	182	122	404	1,159	9,761	317	73.0	73.0
100	172	115	387	1,159	8,919	290	74.0	74.0
100	163	109	372	1,159	8,050	262	74.5	74.5
100	153	102	355	1,159	7,153	232	75.5	75.5
100	142	95	337	1,159	6,226	202	76.5	76.5
100	132	88	320	1,159	5,269	171	77.0	77.0

Schedule XIV (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOL
30-Year Amortization Period - Level Debt Service

Year	Gross Toll Income 2/	Operating Expense	Net Income from Tolls	Oregon Basic Subsidy	Prorated Subsidy 3/ Oregon	Washington	Total	Debt Service Requirement	Out Be o
1990	$ 981	$ 124	$ 857	$ 100	$ 121	$ 81	$ 302	$ 1,159	$
1991	1,000	125	875	100	110	74	284	1,159	
1992	1,021	127	894	100	99	66	265	1,159	
1993	1,041	128	913	100	87	58	245	1,158	
Totals	$ 23,730	$ 3,261	$ 20,469	$ 3,300	$ 8,129	$ 5,016	$16,445	$36,914	$

1/ Under this proposed financing arrangement, each state would bear the cost of constructing the bri
of the river. Each state would pay one-half of maintenance costs from other funds.
2/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Propos
3/ Subsidy: Oregon to pay basic subsidy of first $100,000 of deficit in any year, Washington to pay 4
a year, not to exceed $200,000 in any one year as proposed in Washington State Senate Bill No. 4
4/ Construction period.

Schedule XIV (Cont.)

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

gon sic dy	Prorated Subsidy 3/ Oregon	Washington	Total	Debt Service Require-ment	Bonds Outstanding Beginning of Year	Interest Payment	Maintenance Costs Oregon	Washington
100	$ 121	$ 81	$ 302	$ 1,159	$ 4,281	$ 139	$ 78.0	$ 78.0
100	110	74	284	1,159	3,261	106	79.0	79.0
100	99	66	265	1,159	2,208	72	79.5	79.5
00	87	58	245	1,158	1,121	37	80.5	80.5
300	$ 8,129	$ 5,016	$16,445	$36,914	$ - -	$14,914	$2,052.0	$2,052.0

nt, each state would bear the cost of constructing the bridge approaches on its side
alf of maintenance costs from other funds.
of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959"
irst $100,000 of deficit in any year, Washington to pay 40 percent of any deficit over $100,000
year as proposed in Washington State Senate Bill No. 431.

Schedule XIV (Cont.)

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

gon sic dy	Prorated Subsidy 3/ Oregon	Washington	Total	Debt Service Requirement	Bonds Outstanding Beginning of Year	Interest Payment	Maintenance Costs Oregon	Washington
100	$ 121	$ 81	$ 302	$ 1,159	$ 4,281	$ 139	$ 78.0	$ 78.0
100	110	74	284	1,159	3,261	106	79.0	79.0
00	99	66	265	1,159	2,208	72	79.5	79.5
00	87	58	245	1,158	1,121	37	80.5	80.5
300	$ 8,129	$ 5,016	$16,445	$36,914	$ - -	$14,914	$2,052.0	$2,052.0

nt, each state would bear the cost of constructing the bridge approaches on its side
alf of maintenance costs from other funds.
of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959"
irst $100,000 of deficit in any year, Washington to pay 40 percent of any deficit over $100,000
e year as proposed in Washington State Senate Bill No. 431.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

OREGON SUBSIDY TO SUPPORT DEBT SERVICE REQUIREMENT FOR PROPOSED ASTO

$22,000,000, 30-Year, 3¼ Percent Bond Issue Prorated by High
Subsidy based on Provisions of Washington State Senate Bill No
(Amounts shown are in thousands of dollars)

Year	Total	Oregon Subsidy 2/			
		District I	District II	District III	Distric
1961	$ 515	$ 118	$ 126	$ 119	$
1962	515	118	126	119	
1963	515	118	126	119	
1964	515	118	126	119	
1965	452	104	110	104	
1966	441	101	108	102	
1967	431	99	105	100	
1968	419	97	102	97	
1969	408	94	100	94	
1970	398	92	97	92	
1971	391	90	95	90	
1972	383	88	93	88	
1973	375	86	92	87	
1974	368	85	90	85	
1975	360	83	88	83	
1976	352	81	86	81	
1977	345	79	84	80	
1978	336	77	82	78	
1979	327	75	80	75	
1980	319	73	78	74	
1981	310	71	76	71	
1982	301	69	73	70	
1983	292	67	71	68	
1984	282	65	69	65	
1985	272	63	66	63	
1986	263	60	64	61	
1987	253	58	62	58	
1988	242	56	59	56	
1989	232	53	57	53	
1990	221	51	54	51	
1991	210	48	51	49	
1992	199	46	49	46	
1993	187	43	46	43	
Totals	$ 11,429	$ 2,626	$ 2,791	$ 2,640	$ 1,

1/ See debt service Schedule XIV

2/ Subsidy prorated District I-23.0%, II-24.4%,

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

RT DEBT SERVICE REQUIREMENT FOR PROPOSED ASTORIA-MEGLER TOLL BRIDGE
000, 000, 30-Year, 3¼ Percent Bond Issue Prorated by Highway District
sidy based on Provisions of Washington State Senate Bill No. 431 1/
(Amounts shown are in thousands of dollars)

	Oregon Subsidy 2/			
District I	District II	District III	District IV	District V
118	$ 126	$ 119	$ 71	$ 81
118	126	119	71	81
118	126	119	71	81
118	126	119	71	81
104	110	104	62	72
101	108	102	60	70
99	105	100	59	68
97	102	97	57	66
94	100	94	56	64
92	97	92	54	63
90	95	90	54	62
88	93	88	53	61
86	92	87	51	59
85	90	85	50	58
83	88	83	49	57
81	86	81	48	56
79	84	80	47	55
77	82	78	46	53
75	80	75	45	52
73	78	74	44	50
71	76	71	43	49
69	73	70	41	48
67	71	68	40	46
65	69	65	38	45
63	66	63	37	43
60	64	61	36	42
58	62	58	35	40
56	59	56	33	38
53	57	53	32	37
51	54	51	30	35
48	51	49	29	33
46	49	46	27	31
43	46	43	26	29
2, 626	$ 2, 791	$ 2, 640	$ 1, 566	$ 1, 806

XIV

2/ Subsidy prorated District I-23. 0%, II-24. 4%, III-23. 1%, IV-13. 7%, V-15. 8%.

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March 14, 1961

Mr. M. K. McIver, Chairman
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

Last week, Mr. W. H. Holmstrom, Representative from Clatsop County, requested that we prepare a schedule of the subsidies required from both Oregon and Washington in order to retire a proposed bond issue for the Astoria Bridge over the Columbia River, this schedule to be in accordance with the bill recently passed by the Washington Legislature which is Senate Bill No. 431. This bill provides that each State finance the construction of its own approach from individual State funds; that Oregon assume payment of the first $100,000 of subsidy required; and that the remaining subsidy be prorated 60 per cent to Oregon and 40 per cent to Washington. It is further provided that the maintenance costs on the structure be divided equally between the two States but financed from State revenues other than toll collection. The Washington Legislature also set a maximum of $200,000 for Washington's participation in the subsidy, which sum would be controlling for several years after the completion of the project. This maximum amount of Washington's participation seems very unfair, as the estimates of income from tolls are based upon the traffic analysis made by the Washington Department and upon its report of May 1959. Should these traffic forecasts be overly optimistic, the Washington maximum would still control, and Oregon's participation in the subsidy would increase.

Mr. Holmstrom further requested that the schedule be based upon a 3¼-per-cent interest rate for a 30-year period of bond retirement. I am attaching three copies of this schedule, which is marked "Schedule XIV". In order to arrive at the total annual expense to Oregon under this schedule, the amounts in the fifth column entitled "Oregon Basic Subsidy", which are in all cases $100,000, should be added to the amounts in the sixth column, which are Oregon's 60 per cent of the remaining subsidy. In addition to this, Oregon probably would have to finance its approach to the bridge, estimated to cost about $1,200,000, by bond sale, which would require approximately $80,000 per year, and also to this would be added one-half of the cost of maintenance. As an example, the Oregon cost in 1964 would be in the neighborhood of $650,000.

I am also attaching three copies of an estimate of ferry operation costs, revenue, and deficit for the next 30 years. The loss shown

in the fifth column is predicated upon a new ferry being purchased in 1963 and includes the amortization of the cost of this ferry. In the sixth column, we have modified the estimate of loss by assuming a second new ferry would be needed in 1980. Any estimate of ferry costs and revenue for this long a period is quite questionable, but it is the best that we can come up with at the present time.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me
Enclosure
cc Kenneth N. Fridley
Glenn L. Jackson
Forrest Cooper
G. S. Paxson

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OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SUMMARY OF FINANCE DATA - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total [1]	Annual Average [1]	First Year	Last Year
Debt Service Requirement	$ 39,490	$ 1,234	$ 1,234	$ 1,234
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	19,021	552	790	321
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated				
Washington	5,638	168	200	88
Oregon	10,083	284	490	133
Maintenance Expenses				
Washington's share	2,052	68	56	81
Oregon's share	2,052	68	56	81
Oregon Approach Costs [2]	2,776	93	93	92
Total Washington Costs [3]	8,027	247	267	180
Oregon Costs				
Gross Bridge Costs	18,211	545	739	406
Less Ferry Deficit	4,380	146	165	154
Total Oregon Costs	13,831	399	574	252
Allocation by Division				
Division I	3,181	92	132	58
Division II	3,375	97	140	61
Division III	3,195	92	132	58
Division IV	1,895	55	79	35
Division V	2,185	63	91	40

1/ Bond interest during the construction period is included in total costs. Average costs are calculated for the 30-year amortization period, 1964-1993.

2/ Oregon approach cost based on an initial bond issue of $1,650,000 at 3 3/4 percent interest with a 30-year amortization period.

3/ Washington total costs include approach costs based on an initial bond issue of $200,000 at 3 3/4 percent interest with a 30-year amortization period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SUMMARY OF FINANCE DATA-PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period-Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total[1/]	Annual Average[1/]	First Year	Last Year
Debt Service Requirement	$ 38,195	$ 1,196	$ 1,196	$ 1,197
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	17,726	514	752	284
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated	14,426	414	652	184
Washington	5,347	158	200	74
Oregon	9,079	256	452	110
Maintenance Expenses				
Washington's Share	2,052	68	56	81
Oregon's Share	2,052	68	56	81
Oregon Approach Costs[2/]	2,700	90	90	90
Total Washington Costs[3/]	7,725	237	267	166
Oregon Costs				
Gross Bridge Costs	17,131	514	698	381
Less Ferry Deficit	4,380	146	165	154
Total Oregon Costs	12,751	368	533	127
Allocation by Division				
Division I	2,933	85	123	29
Division II	3,111	90	130	31
Division III	2,945	85	123	29
Division IV	1,747	50	73	18
Division V	2,015	58	84	20

1/ Bond interest during the construction period is included in total costs. Average costs are calculated for the 30-year amortization period 1964-1993.

2/ Oregon approach cost based on an initial bond issue of $1,650,000 at 3½ percent interest with a 30-year amortization period.

3/ Washington total costs includes approach costs based on an initial bond issue of $200,000 at 3½ percent interest with a 30-year amortization period.

OREGON STATE HIGHWAY DEPARTMENT
Traf : Engineering Division
Planning Survey Section
March 1961

SUMMARY OF FINANCE DATA - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30 Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3¾ Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total [1]	Annual [1] Average	First Year	Last Year
Debt Service Requirement	39,490	1,234	1,234	1,234
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20469	682	444	913
Subsidy Required	19,021	552	790	321
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated				
Washington	5,638	168	200	88
Oregon	10,083	284	490	133
Maintenance Expenses				
Washington's share	2,052	68	56	81
Oregon's share	2,052	68	56	81
Oregon Approach Costs [2]	2,776	93	93	92
Total Washington ~~Subsidy~~ Costs [3]	7,890	246	266	179
Total Oregon ~~Subsidy~~ Costs	18,211	545	739	406
-Less Ferry district	4380	146		
Allocated by Division				
Division I	4,189	125	170	93
Division II	4,443	133	180	99
Division III	4,207	126	171	94
Division IV	2,495	75	101	56
Division V	2,877	86	117	64

[1] Bond interest during the construction period is included in total costs. Average costs are calculated for the 30 year amortization period 1964-1993

[2] Cost of debt financing of the bridge approach structure on the Oregon side, based on an initial bond issue of $1,650,000 at 3¾ percent interest with a 30 year amortization period.

[3] Wash. total includes bridge approach structure cost of $200,000

Traffic Engineering Division
Planning Survey Section
March 1961

SUMMARY OF FINANCE DATA: PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period - Level Debt Service
$23,000,000 Bond Issue at 3½ Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total	Annual Average	First Year	Last Year
Debt Service Requirement	$38,195	$1,196	$1,196	$1,197
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	17,726	514	752	284
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated	14,426	414	652	184
Washington	5,347	158	200	74
Oregon	7,079	256	452	110
Maintenance Expenses				
Washington's Share	2,052	68	56	81
Oregon's Share	2,052	68	56	81
Oregon Approach Costs	2,700	90	90	90
~~Total~~ Oregon Bridge Cost	17,131	514	698	381
Less ferry deficit	4,360	146	165	
Allocated by Division				
Division I	3,940	118	161	88
Division II	4,180	125	170	93
Division III	3,957	119	161	88
Division IV	2,347	71	96	52
Division V	2,707	81	110	60

1/ Bond interest during the construction period is included in total costs. Average costs are calculated for the 30 year amortization period 1964-1993.

2/ This is the cost of debt financing of the bridge approach on the Oregon side, based on an initial bond issue of $1,650,000 at 3½ percent interest with a 30 year amortization period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March 1961

SUMMARY OF FINANCE DATA - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30 Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3¾ Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total [1]	Annual [1] Average	First Year	Last Year
Debt Service Requirement	39,490	1,234	1,234	1,234
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20469	682	444	913
Subsidy Required	19,021	552	790	321
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated				
Washington	5,639	168	200	88
Oregon	10,083	284	490	133
Maintenance Expenses				
Washington's share	2,052	68	56	81
Oregon's share	2,052	68	56	81
Oregon Approach Costs [2]	2,776	93	93	92
Total Washington Subsidy [3]	7,890	246	266	179
Total Oregon Subsidy	18,211	545	739.	406
Allocated by Division				
Division I	4,189	125	170	93
Division II	4,443	133	180	99
Division III	4,207	126	171	94
Division IV	2,495	75	101	56
Division V	2,877	86	117	64

[1] Bond interest during the construction period is included in total costs. Average costs are calculated for the 30 year amortization period 1964-1993

[2] Cost of debt financing of the bridge approach structure on the Oregon side, based on an initial bond issue of $1,650,000 at 3¾ percent interest with a 30 year amortization period.

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LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.
NO. 7 SEATTLE 4
490 SPOKANE ST.

March 9, 1961

Mr. G. S. Paxson, Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

In my letter of March 6, 1961, I indicated that an amendment to Senate Bill No. 431, which I enclosed, was quite probable. The ways of politicians, being weird and wonderful as they are, failed to produce this amendment and the bill was passed by our House of Representatives and sent on to the Governor.

There was so much opposition to the amendment in view of our many other financial problems, that the amendment failed and the bill now awaits the Governor's signature in exactly the same form as it was introduced; copies of which you now have.

I am attaching a tabulation which we made showing the contributions by Oregon and Washington and their relative percentages. You will note this tabulation is taken from Schedule 4C which you submitted to Representative Holmstrom on September 13, 1960. This schedule was the one selected by our Legislature as a basis for financing. You will note that we have made no provision for any expenditures for the years 1961, 1962, and 1963. The attorney who drew up our bill informs me that this does not prohibit us from contributing during the above-mentioned years if the method of financing so requires. Our financial advisors indicate that the total subsidy of $825,000 as indicated by you in Table 4C, would not be required because the bonds would not be issued all at one time or thru reinvestment a great deal of the interest could be returned to the fund.

If your Legislature ~~will~~ does approve the action taken by the Washington Legislature, we must know immediately the amount of subsidy to be appropriated by the State of Washington for the coming biennium; that is, the amounts that will be required for your financing between July 1, 1961 and June 30, 1963. Our Legislature completes its regular session at midnight tonight. They will then go into special session immediately.

This will probably last about two weeks, and as I understand it, only revenue and appropriation bills can be considered, and we should know the amount of required subsidy to place in our Highway Omnibus Bill so as not to delay any construction of the bridge should your Legislature approve this state's proposition.

Very truly yours,

W. A. BUGGE
Director of Highways

By: C. K. GLAZE
Principal Planning Engineer

WAB:mja
CKG

Attachment

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SENATE SUBSTITUTE 431 -- ESTIMA

Year	SUBSIDY FOR DEBT SERVICE REQUIREMENTS					MAINTENANCE	
	From Wash. Motor Vehicle Fund (1)	From Pacific County (2)	Total (col. 1+2) (3)	From Oregon (4)	Total Wash. Pacific Co. Oregon (3+4) (5)	From Wash. Motor Vehicle Fund (6)	From Oreg (7
1964	$ 160,000	$ 40,000	$ 200,000	$ 501,000	$ 701,000	$ 101,000	$ 101
1965	160,000	40,000	200,000	436,000	636,000	102,500	102
1966	160,000	40,000	200,000	424,000	624,000	104,000	104
1967	160,000	40,000	200,000	412,000	612,000	105,500	105
1968	159,600	40,000	199,600	399,400	599,000	107,000	107
1969	154,800	40,000	194,800	392,200	587,000	108,500	108
1970	149,600	40,000	189,600	384,400	574,000	110,000	110
1971	144,400	40,000	184,400	376,600	561,000	111,500	111
1972	138,800	40,000	178,800	368,200	547,000	113,000	113
1973	133,200	40,000	173,200	359,800	533,000	114,500	114
1974	127,600	40,000	167,600	351,400	519,000	116,000	116
1975	121,600	40,000	161,600	342,400	504,000	117,500	117
1976	116,000	40,000	156,000	334,000	490,000	119,000	119
1977	110,400	40,000	150,400	325,600	476,000	120,500	120
1978	104,000	40,000	144,000	316,000	460,000	122,000	122
1979	98,000	40,000	138,000	307,000	445,000	123,500	12
1980	91,600	40,000	131,600	297,400	429,000	125,000	125
1981	85,200	40,000	125,200	287,800	413,000	126,500	126
1982	79,200	39,600	118,800	278,200	397,000	128,000	12
1983	74,900	37,500	112,400	267,600	380,000	129,500	12
1984	70,100	35,100	105,200	257,800	363,000	131,000	13
1985	65,300	32,700	98,000	247,000	345,000	132,500	13
1986	60,800	30,400	91,200	236,800	328,000	134,000	13
1987	56,000	28,000	84,000	226,000	310,000	135,500	13
1988	50,900	25,500	76,400	214,600	291,000	137,000	13
1989	45,900	22,900	68,800	203,200	272,000	138,500	136
1990	40,800	20,400	61,200	191,800	253,000	140,000	14
1991	35,700	17,900	53,600	180,400	234,000	141,500	14
1992	30,100	15,100	45,200	167,800	213,000	143,000	14
1993	24,500	12,300	36,800	155,200	192,000	144,500	14
Totals	$ 3,009,000	$ 1,037,400	$ 4,046,400	$ 9,241,600	$13,288,000	$ 3,682,500	$ 3,68

Highway Planning Division
Research & Statistics Section
3/[illegible]

TIMATED FINANCIAL OBLIGATIONS

ENANCE & OPERATION

From Oregon (7)	Total Mtce. & Operation (col. 6+7) (8)
$ 101,000	$ 202,000
102,500	205,000
104,000	208,000
105,500	211,000
107,000	214,000
108,500	217,000
110,000	220,000
111,500	223,000
113,000	226,000
114,500	229,000
116,000	232,000
117,500	235,000
119,000	238,000
120,500	241,000
122,000	244,000
123,500	247,000
125,000	250,000
126,500	253,000
128,000	256,000
129,500	259,000
131,000	262,000
132,500	265,000
134,000	268,000
135,500	271,000
137,000	274,000
138,500	277,000
140,000	280,000
141,500	283,000
143,000	286,000
144,500	289,000
$ 3,682,500	$ 7,365,000

SUMMARY OF TOTAL REQUIREMENTS

From Wash. Motor Vehicle Fund (1+6) (9)	From Pacific County (col. 2) (10)	Total Wash. MV Fd. & Pacific Co. (9+10) (11)	From Oregon (col. 4+7) (12)	Total Requirements (col. 11+12) (13)
$ 261,000	$ 40,000	$ 301,000	$ 602,000	$ 903,000
262,500	40,000	302,500	538,500	841,000
264,000	40,000	304,000	528,000	832,000
265,500	40,000	305,500	517,500	823,000
266,600	40,000	306,600	506,400	813,000
263,300	40,000	303,300	500,700	804,000
259,600	40,000	299,600	494,400	794,000
255,900	40,000	295,900	488,100	784,000
251,800	40,000	291,800	481,200	773,000
247,700	40,000	287,700	474,300	762,000
243,600	40,000	283,600	467,400	751,000
239,100	40,000	279,100	459,900	739,000
235,000	40,000	275,000	453,000	728,000
230,900	40,000	270,900	446,100	717,000
226,000	40,000	266,000	438,000	704,000
221,500	40,000	261,500	430,500	692,000
216,600	40,000	256,600	422,400	679,000
211,700	40,000	251,700	414,300	666,000
207,200	39,600	246,800	406,200	653,000
204,400	37,500	241,900	397,100	639,000
201,100	35,100	236,200	388,800	625,000
197,800	32,700	230,500	379,500	610,000
194,800	30,400	225,200	370,800	596,000
191,500	28,000	219,500	361,500	581,000
187,900	25,500	213,400	351,600	565,000
184,400	22,900	207,300	341,700	549,000
180,800	20,400	201,200	331,800	533,000
177,200	17,900	195,100	321,900	517,000
173,100	15,100	188,200	310,800	499,000
169,000	12,300	181,300	299,700	481,000
$ 6,691,500	$ 1,037,400	$ 7,728,900	$12,924,100	$20,653,000
32%	5%	37%	63%	100%

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SUBSTITUTE 431 -- ESTIMATED FINANCIAL OBLIGATIONS

NTS	MAINTENANCE & OPERATION				SUMMARY OF TOTAL REQU			
Total Wash. Pacific Co. Oregon (3+4) (5)	From Wash. Motor Vehicle Fund (6)	From Oregon (7)	Total Mtce. & Operation (col. 6+7) (8)	From Wash. Motor Vehicle Fund (1+6) (9)	From Pacific County (col. 2) (10)	Total Wash. MV Fd. & Pacific Co. (9+10) (11)	
0 $ 701,000	$ 101,000	$ 101,000	$ 202,000	$ 261,000	$ 40,000	$ 301,000	$
636,000	102,500	102,500	205,000	262,500	40,000	302,500	
624,000	104,000	104,000	208,000	264,000	40,000	304,000	
0 612,000	105,500	105,500	211,000	265,500	40,000	305,500	
0 599,000	107,000	107,000	214,000	266,600	40,000	306,600	
0 587,000	108,500	108,500	217,000	263,300	40,000	303,300	
0 574,000	110,000	110,000	220,000	259,600	40,000	299,600	
0 561,000	111,500	111,500	223,000	255,900	40,000	295,900	
0 547,000	113,000	113,000	226,000	251,800	40,000	291,800	
0 533,000	114,500	114,500	229,000	247,700	40,000	287,700	
0 519,000	116,000	116,000	232,000	243,600	40,000	283,600	
0 504,000	117,500	117,500	235,000	239,100	40,000	279,100	
0 490,000	119,000	119,000	238,000	235,000	40,000	275,000	
0 476,000	120,500	120,500	241,000	230,900	40,000	270,900	
0 460,000	122,000	122,000	244,000	226,000	40,000	266,000	
0 445,000	123,500	123,500	247,000	221,500	40,000	261,500	
0 429,000	125,000	125,000	250,000	216,600	40,000	256,600	
0 413,000	126,500	126,500	253,000	211,700	40,000	251,700	
0 397,000	128,000	128,000	256,000	207,200	39,600	246,800	
0 380,000	129,500	129,500	259,000	204,400	37,500	241,900	
0 363,000	131,000	131,000	262,000	201,100	35,100	236,200	
0 345,000	132,500	132,500	265,000	197,800	32,700	230,500	
0 328,000	134,000	134,000	268,000	194,800	30,400	225,200	
0 310,000	135,500	135,500	271,000	191,500	28,000	219,500	
0 291,000	137,000	137,000	274,000	187,900	25,500	213,400	
0 272,000	138,500	138,500	277,000	184,400	22,900	207,300	
0 253,000	140,000	140,000	280,000	180,800	20,400	201,200	
0 234,000	141,500	141,500	283,000	177,200	17,900	195,100	
0 213,000	143,000	143,000	286,000	173,100	15,100	188,200	
0 192,000	144,500	144,500	289,000	169,000	12,300	181,300	
0 $13,288,000	$ 3,682,500	$ 3,682,500	$ 7,365,000	$ 6,601,500 32%	$ 1,037,400 5%	$ 7,728,900 37%	$

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1961

SUBJECT: Debt Service Schedule
Proposed Astoria-Megler Toll Bridge

To: G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In accordance with your recent verbal request, we have prepared the attached Debt Service Schedule XIII for the proposed Astoria-Megler Toll Bridge showing revised subsidy estimates based on the pending Washington State legislation.

This $24,000,000, 3½ percent interest, bond schedule assumes inclusion of the bridge approach costs in the bond issue. Maintenance and operating costs are shown as a deduction to gross toll income. The subsidy has been calculated on the basis that Oregon would pay the first $100,000 of any deficit for any year, and that Washington would pay 40 percent of the remaining deficit over $100,000 not to exceed $240,000 annually. Under this plan, Oregon would pay 70 percent of the total subsidy for the bond amortization period.

F. B. Crandall
Traffic Engineer

WJB:mp
Attachment

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SCHEDULE XIII
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3½ Percent (Cost of approaches inclu
Based on Toll Income Estimates by Washington Department of
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy
1961	$ 3/	$ 3/	$ 3/	$ 600	$ 240	$ 840	$ 840
1962	3/	3/	3/	600	240	840	840
1963	3/	3/	3/	600	240	840	840
1964	533	202	331	734	240	974	1,305
1965	598	205	393	672	240	912	1,305
1966	610	208	402	663	240	903	1,305
1967	622	211	411	654	240	894	1,305
1968	635	214	421	644	240	884	1,305
1969	647	217	430	634	240	874	1,304
1970	660	220	440	625	240	865	1,305
1971	673	223	450	615	240	855	1,305
1972	687	226	461	604	240	844	1,305
1973	701	229	472	593	240	833	1,305
1974	715	232	483	582	240	822	1,305
1975	729	235	494	571	240	811	1,305
1976	744	238	506	559	240	799	1,305
1977	758	241	517	548	240	788	1,305
1978	774	244	530	534	240	774	1,304
1979	789	247	542	523	240	763	1,305
1980	805	250	555	510	240	750	1,305
1981	821	253	568	497	240	737	1,305
1982	837	256	581	484	240	724	1,305
1983	854	259	595	470	240	710	1,305
1984	871	262	609	458	238	696	1,305
1985	889	265	624	449	232	681	1,305

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SCHEDULE XIII

SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
0,000 Bond Issue at 3½ Percent (Cost of approaches included in Project)
d on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

ne	Subsidy 2/			Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
	$ 600	$ 240	$ 840	$ 840	$ 24,000	$ - -	$ 840
	600	240	840	840	24,000	- -	840
	600	240	840	840	24,000	- -	840
	734	240	974	1,305	24,000	465	840
	672	240	912	1,305	23,535	481	824
	663	240	903	1,305	23,054	498	807
	654	240	894	1,305	22,556	516	789
	644	240	884	1,305	22,040	534	771
	634	240	874	1,304	21,506	551	753
	625	240	865	1,305	20,955	572	733
	615	240	855	1,305	20,383	592	713
	604	240	844	1,305	19,791	612	693
	593	240	833	1,305	19,179	634	671
	582	240	822	1,305	18,545	656	649
	571	240	811	1,305	17,889	679	626
	559	240	799	1,305	17,210	703	602
	548	240	788	1,305	16,507	727	578
	534	240	774	1,304	15,780	752	552
	523	240	763	1,305	15,028	779	526
	510	240	750	1,305	14,249	806	499
	497	240	737	1,305	13,443	834	471
	484	240	724	1,305	12,609	864	441
	470	240	710	1,305	11,745	894	411
	458	238	696	1,305	10,851	925	380
	449	232	681	1,305	9,926	957	348

SCHEDULE XIII (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGL
30-Year Amortization Period - Level Debt Ser

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	C
1986	$ 906	$ 268	$ 638	$ 440	$ 226	$ 666	$ 1,304	$
1987	924	271	653	431	221	652	1,305	
1988	943	274	669	422	214	636	1,305	
1989	962	277	685	412	208	620	1,305	
1990	981	280	701	402	202	604	1,305	
1991	1,000	283	717	393	195	588	1,305	
1992	1,021	286	735	382	188	570	1,305	
1993	1,041	289	752	371	181	552	1,304	
Total	$ 23,730	$ 7,365	$ 16,365	$ 17,676	$ 7,625	$ 25,301	$ 41,666	$

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Propose
Astoria-Megler Toll Bridge, May, 1959".

2/ Subsidy: Oregon to pay first $100,000 of deficit in any year, Washington to pay 40 percent of any
a year, not to exceed $240,000 in any one year.

3/ Construction period.

SCHEDULE XIII (Cont.)

EBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

Subsidy [2]			Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 440	$ 226	$ 666	$ 1,304	$ 8,969	$ 990	$ 314
431	221	652	1,305	7,979	1,026	279
422	214	636	1,305	6,953	1,062	243
412	208	620	1,305	5,891	1,099	206
402	202	604	1,305	4,792	1,137	168
393	195	588	1,305	3,655	1,177	128
382	188	570	1,305	2,478	1,218	87
371	181	552	1,304	1,260	1,260	44
$ 17,676	$ 7,625	$ 25,301	$ 41,666	$ - -	$ 24,000	$ 17,666

of Highways, Planning Division, "Report on the Proposed
y, 1959".
deficit in any year, Washington to pay 40 percent of any deficit over $100,000
any one year.

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LORENZ GOETZ, SECRETARY
OLYMPIA
F-C03-1 (16)

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

March 6, 1961

DISTRICT OFFICES
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NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2620 MAYFAIR ST.
NO. 7 SEATTLE 4
450 SPOKANE ST.

Mr. G. S. Paxson, Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

I am enclosing two copies of Substitute Senate Bill No. 431. This bill passed the Senate last Friday; was sent to the House Roads and Bridges Committee, and was voted out with an amendment as of an hour ago. The amendment provides that Pacific County's contribution of $40,000 annually will be on top of the maximum of $200,000 from the Motor Vehicle Fund. This puts a ceiling of $240,000 total annual subsidy allowed instead of the $200,000 provided for in Section 3 (2). This must now be passed by the House of Representatives and sent back to the Senate for confirmation of the amendment.

There was some opposition to the amendment by the "protectors of our Motor Vehicle Fund."

I am sorry I do not have copies of the amendment as it has not been put into words yet, but it does appear that the amendment will be effected.

Kindest regards.

Very truly yours,

W. A. BUGGE
Director of Highways

By: C. K. GLAZE
Principal Planning Engineer

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STATE HIGHWAY ENGINEER

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WAB:mja
CKG

Enclosure

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
March, 1961

SUMMARY OF FINANCE DATA - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

	Total [1]	Annual Average [1]	First Year	Last Year
Debt Service Requirement	$ 39,490	$ 1,234	$ 1,234	$ 1,234
Gross Toll Revenue	23,730	791	533	1,041
Operating Expenses	3,261	109	89	128
Net Income from Tolls	20,469	682	444	913
Subsidy Required	19,021	552	790	321
Basic Oregon Subsidy	3,300	100	100	100
Subsidy to be Prorated				
Washington	5,638	168	200	88
Oregon	10,083	284	490	133
Maintenance Expenses				
Washington's share	2,052	68	56	81
Oregon's share	2,052	68	56	81
Oregon Approach Costs [2]	2,776	93	93	92
Total Washington Costs [3]	8,027	247	267	180
Oregon Costs				
Gross Bridge Costs	18,211	545	739	406
Less Ferry Deficit	4,380	146	165	154
Total Oregon Costs	13,831	399	574	252
Allocation by Division				
Division I	3,181	92	132	58
Division II	3,375	97	140	61
Division III	3,195	92	132	58
Division IV	1,895	55	79	35
Division V	2,185	63	91	40

1/ Bond interest during the construction period is included in total costs. Average costs are calculated for the 30-year amortization period, 1964-1993.
2/ Oregon approach cost based on an initial bond issue of $1,650,000 at 3 3/4 percent interest with a 30-year amortization period.
3/ Washington total costs include approach costs based on an initial bond issue of $200,000 at 3 3/4 percent interest with a 30-year amortization period.

Total Costs - Oregon 63.3%

Wash. 36.7%

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6268

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

February 21, 1961

Hon Anthony R. Yturri
State Senator
State Capitol Building
Salem, Oregon

Dear Senator Yturri:

Enclosed you will find the information I talked to you about by telephone.

The enclosed analyses takes into consideration the affect of the $4 million bond issue for Highway #42 and the $24 million bond issue for the Astoria Bridge. The figures take into consideration one-half of the $24 million for the Astoria Bridge for it is the understanding that one-half of the cost of this project would be borne by the State of Washington. The figures show each one separately, then combined, and, later, the amount in dollars that would be borne by the various districts of the state.

Another figure you might be interested in is the amount of gasoline tax it takes to service our highway bonded debt. For the highway bonded debt now in existence it takes approximately 1 3/4-cents of highway gasoline tax. If we add to this $ 4 million for Highway #42 and one-half of $24 million for the Astoria Bridge, it takes approximately another one-half cent or a total of 2 1/4-cents out of our 6-cent Oregon gasoline tax.

If there is other information I can get for you please let me know.

Yours very truly,

M. K. McIver
Chairman

MKM:f
Encs.

ANALYSIS OF BOND PROPOSALS

BEING CONSIDERED BY THE LEGISLATURE

2-20-61

The following is a breakdown of the total cost, the average annual cost, and the maximum annual cost to the state and to the five highway divisions of the state of the bond bills now before the legislature. The two bond issues considered are:

(1) the $4,000,000 issue for Highway 42. The analysis assumes a 3½ per cent effective interest rate, with interest and principal retired by equal payments over a 20-year period.

(2) the $24,000,000 issue for the Astoria Bridge. The analysis assumes a 3½ per cent effective interest rate, with interest and principal retired by equal payments over a 30-year period.

Toll receipts and operation and maintenance costs are included in the bond financing, the first $100,000 of subsidy to be borne by Oregon, and subsidy in excess of $100,000 to be shared equally by Oregon and Washington.

TABLE I

Highway 42

$4,000,000 Issue - 3½% - 20-Year Period

Annual debt service -	$ 281,600
Total over 20-year period - - - - - - - - - - - - - - - - - - -	5,632,000

Allocation to Divisions:

	Per Cent	Annual	20 Years
Division I	23.0	$ 64,768	$1,295,360
Division II	24.4	68,710	1,374,206
Division III	23.1	65,050	1,300,992
Division IV	13.7	38,579	771,584
Division V	15.8	44,493	889,856
Total		$281,600	$5,632,000

TABLE II

Astoria Bridge

$24,000,000 Issue - 3½% - 30-Year Period

Average annual subsidy	$ 767,000
First $100,000 to Oregon	100,000
Subsidy to be shared equally	$ 667,000
Oregon	333,500
First $100,000	100,000
Average annual subsidy by Oregon	$ 433,500
Total over 30-year period	$13,005,000

Allocation to Divisions:

	Per Cent	Annual	30 Years
Division I	23.0	$ 99,705	$ 2,991,150
Division II	24.4	105,774	3,173,220
Division III	23.1	100,138	3,004,155
Division IV	13.7	59,390	1,781,685
Division V	15.8	68,493	2,054,790
Total		$433,500	$13,005,000

TABLE III

Combined Debt Service and Subsidy

	Average Annual	Total
Highway 42	$281,600	$ 5,632,000
Astoria Bridge	433,500	13,005,000
	$715,100	$18,637,000

Allocation to Divisions:

	Per Cent	Average Annual	Total
Division I	23.0	$164,473	$ 4,286,510
Division II	24.4	174,484	4,547,428
Division III	23.1	165,188	4,305,147
Division IV	13.7	97,969	2,553,269
Division V	15.8	112,986	2,944,646
		$715,100	$18,637,000

The allocation to divisions is on the basis of the percentages used in 1960. From Table II, it will be noted that the Oregon portion of

the total subsidy is $13,005,000. The Washington portion would be 30 x $100,000 = $3,000,000 less, or a total subsidy of $10,005,000.

February 20, 1961

February 3, 1961

Mr. M. E. Melver, Chairman
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. Melver:

I am attaching hereto a copy of eight bond retirement schedules which might be applied to the financing of the Columbia River Bridge at Astoria. You will note that four of these schedules show an interest rate of three per cent. The sale of bonds by the Department of Veterans Affairs carried an effective interest rate of 3.43306 per cent. It would seem very doubtful that an interest rate of three per cent could now be obtained.

The attached schedules are as follows:

Schedule	Bond Issue	Interest Rate	Subsidy Proration
I-A	$22,000,000	3%	50% Oregon - 50% Washington
I-B	22,000,000	3%	75% Oregon - 25% Washington
II-A	22,000,000	3½%	50% Oregon - 50% Washington
II-B	22,000,000	3½%	75% Oregon - 25% Washington
III-A	24,000,000	3%	50% Oregon - 50% Washington
III-B	24,000,000	3%	75% Oregon - 25% Washington
IV-A	24,000,000	3½%	50% Oregon - 50% Washington
IV-B	24,000,000	3½%	75% Oregon - 25% Washington

All of these schedules have been prepared on the basis that only the net receipts from tolls after maintenance and operation are used to reduce the subsidy needed to finance the project. If maintenance and operation were covered by other funds, the actual cost to the states would be increased by the amount of these maintenance and operation costs.

Schedules I-A, I-B, II-A and II-B are for the $22,000,000 bond issue that would be required if each state financed its own approaches from other funds. This would require Oregon to expend an estimated $1,575,530. Oregon could not allocate this sum from State funds without seriously curtailing work on other projects. Additional State bonds in the amount of

$1,600,000 to meet this cost, bond discount, and other incidental financing costs would be advisable. Amortization of this amount in 30 years at 3½ per cent would require $87,585 per year.

Schedules III-A, III-B, IV-A, and IV-B are for the $24,000,000 bond issue to cover the entire cost of the project.

The estimated costs to each state under the different schedules are as follows:

Schedule I-A. $22,000,000 issue, each state financing its own approaches, 3½ interest, 30-year period. Equal participation in subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 395,500	$ 395,500
Minimum annual subsidy	185,000	185,000
Average annual subsidy	292,200	292,200
Total subsidy	9,642,500	9,642,500
Total revenue	8,182,500	8,182,500
Total cost to each state	$17,825,000	$17,825,000
Total cost	$35,650,000	

(Add to Oregon's average annual cost $87,585 to finance approach on Oregon end of bridge.)

Schedule I-B. $22,000,000 issue, each state financing its own approaches, 3½ interest, 30-year period. Oregon 75% - Washington 25% of subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 593,000	$ 198,000
Minimum annual subsidy	277,500	92,500
Average annual subsidy	438,300	146,100
Total subsidy	14,464,000	4,821,000
Total net toll revenues	12,274,000	4,091,000
Total cost to each state	$26,738,000	$ 8,912,000
Total cost	$35,650,000	

(Add to Oregon's average annual cost $87,585 to finance approach on Oregon end of bridge.)

Schedule II-A. $22,000,000 issue, each state to finance its own approaches, 3% interest, 30-year period, Equal participation in subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 432,500	$ 432,500
Minimum annual subsidy	222,500	222,000
Average annual subsidy	330,800	330,800
Total subsidy	10,915,000	10,915,000
Total net revenue	8,182,500	8,182,500
Total cost to each state	$19,097,500	$19,097,500
Total cost	$38,195,000	

(Add to Oregon's average annual cost $87,585 to finance approach on Oregon end of bridge.)

Schedule II-B. $22,000,000 issue, each state to finance its own approaches, 3% interest, 30-year period. Oregon 75% - Washington 25% of subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 649,000	$ 216,000
Minimum annual subsidy	334,000	111,000
Average annual subsidy	496,100	165,400
Total subsidy	16,371,500	5,458,500
Total net revenue	12,273,750	4,091,250
Total cost to each state	$28,645,250	$ 9,549,750
Total cost	$38,195,000	

(Add to Oregon's average annual cost $87,585 to finance approach on Oregon end of bridge.)

Schedule III-A. $24,000,000 issue, approaches included, 3% interest, 30-year period. Equal participation in subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 446,500	$ 446,500
Minimum annual subsidy	236,500	236,500
Average annual subsidy	341,300	341,300
Total subsidy	11,264,500	11,264,500
Total net revenue	8,182,500	8,182,500
Total cost to each state	$19,447,000	$19,447,000
Total cost	$38,894,000	

Schedule III-A. $24,000,000 issue, approaches included, 3% interest, 30-year period.
Oregon 75% - Washington 25% of subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 670,000	$ 223,000
Minimum annual subsidy	355,000	118,000
Average annual subsidy	512,000	170,700
Total subsidy	16,895,500	5,633,500
Total net revenue	12,273,750	4,091,250
Total cost to each state	$29,169,250	$ 9,724,750
Total cost	$38,894,000	

Schedule IV-A. $24,000,000 issue, approaches included, 3% interest, 30-year period.
Equal participation in subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 487,000	$ 487,000
Minimum annual subsidy	276,000	276,000
Average annual subsidy	383,500	383,500
Total subsidy	12,650,500	12,650,500
Total net revenue	8,182,500	8,182,500
Total cost to each state	$20,833,000	$20,833,000
Total cost	$41,666,000	

Schedule IV-B. $24,000,000 issue, approaches included, 3% interest, 30-year period.
Oregon 75% - Washington 25% of subsidy.

	Oregon	Washington
Maximum annual subsidy	$ 730,500	$ 243,500
Minimum annual subsidy	414,000	138,000
Average annual subsidy	575,000	191,700
Total subsidy	18,975,500	6,325,500
Total net revenue	12,273,750	4,091,250
Total cost to each state	$31,249,250	$10,416,750
Total cost	$41,666,000	

At the conference held in Portland on January 28, 1961, one of the members of the Washington delegation stated that Washington's participation should be limited by a maximum sum above which it would not participate. Your attention is called to the basis upon which the toll

revenue is estimated. The estimated traffic volume, which determines revenue, is from a report by the Washington Department of Highways. Should these traffic estimates prove overly optimistic, Oregon should not assume the additional subsidy due to lack of revenue.

It should be understood that if bonds are authorized and the bridge is built the amount of the subsidy required by the State of Oregon would need to be deducted from total State Highway revenues before distribution could be made to the five divisions as per existing formula. This, in effect, would mean that all five divisions of the State would be paying a pro rata share of the subsidy required to maintain and operate the structure and pay principal and interest on the bonds.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ar mc

Enclosure

cc Forrest Cooper
G. S. Paxson

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE I-A
DEBT SERVICE SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL B
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 Percent (Cost of approaches not included in bo
Based on Toll Income Estimates by Washington Department of High
(Amounts shown are in thousands of dollars)

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1961	$ 4/	$ 4/	$ 4/	$ 330.0	$ 330.0	$ 660	$ 660
1962	4/	4/	4/	330.0	330.0	660	660
1963	4/	4/	4/	330.0	330.0	660	660
1964	533	202	331	395.5	395.5	791	1,122
1965	598	205	393	365.0	365.0	730	1,123
1966	610	208	402	360.0	360.0	720	1,122
1967	622	211	411	356.0	356.0	712	1,123
1968	635	214	421	350.5	350.5	701	1,122
1969	647	217	430	346.0	346.0	692	1,122
1970	660	220	440	341.5	341.5	683	1,123
1971	673	223	450	336.0	336.0	672	1,122
1972	687	226	461	331.0	331.0	662	1,123
1973	701	229	472	325.0	325.0	650	1,122
1974	715	232	483	319.5	319.5	639	1,122
1975	729	235	494	314.5	314.5	629	1,123
1976	744	238	506	308.0	308.0	616	1,122
1977	758	241	517	303.0	303.0	606	1,123
1978	774	244	530	296.0	296.0	592	1,122
1979	789	247	542	290.5	290.5	581	1,123
1980	805	250	555	283.5	283.5	567	1,122
1981	821	253	568	277.0	277.0	554	1,122
1982	837	256	581	271.0	271.0	542	1,123
1983	854	259	595	263.5	263.5	527	1,122
1984	871	262	609	257.0	257.0	514	1,123
1985	889	265	624	249.0	249.0	498	1,122
1986	906	268	638	242.0	242.0	484	1,122
1987	924	271	653	235.0	235.0	470	1,123
1988	943	274	669	226.5	226.5	453	1,122
1989	962	277	685	218.5	218.5	437	1,122

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE I-A
CE SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
Issue at 3 Percent (Cost of approaches not included in bond project) 1/
Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

me	Subsidy 3/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
	$ 330.0	$ 330.0	$ 660	$ 660	$ 22,000	$ - -	$ 660
	330.0	330.0	660	660	22,000	- -	660
	330.0	330.0	660	660	22,000	- -	660
	395.5	395.5	791	1,122	22,000	462	660
	365.0	365.0	730	1,123	21,538	477	646
	360.0	360.0	720	1,122	21,061	490	632
	356.0	356.0	712	1,123	20,571	506	617
	350.5	350.5	701	1,122	20,065	520	602
	346.0	346.0	692	1,122	19,545	536	586
	341.5	341.5	683	1,123	19,009	553	570
	336.0	336.0	672	1,122	18,456	568	554
	331.0	331.0	662	1,123	17,888	586	537
	325.0	325.0	650	1,122	17,302	603	519
	319.5	319.5	639	1,122	16,699	621	501
	314.5	314.5	629	1,123	16,078	641	482
	308.0	308.0	616	1,122	15,437	659	463
	303.0	303.0	606	1,123	14,778	680	443
	296.0	296.0	592	1,122	14,098	699	423
	290.5	290.5	581	1,123	13,399	721	402
	283.5	283.5	567	1,122	12,678	742	380
	277.0	277.0	554	1,122	11,936	764	358
	271.0	271.0	542	1,123	11,172	788	335
	263.5	263.5	527	1,122	10,384	810	312
	257.0	257.0	514	1,123	9,574	836	287
	249.0	249.0	498	1,122	8,738	860	262
	242.0	242.0	484	1,122	7,878	886	236
	235.0	235.0	470	1,123	6,992	913	210
	226.5	226.5	453	1,122	6,079	940	182
	218.5	218.5	437	1,122	5,139	968	154

Schedule I-A (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BR
30-Year Amortization Period

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1990	$ 981	$ 280	$ 701	$ 210.5	$ 210.5	$ 421	$ 1,122
1991	1,000	283	717	202.5	202.5	405	1,122
1992	1,021	286	735	193.5	193.5	387	1,122
1993	1,041	289	752	185.0	185.0	370	1,122
Total	$ 23,730	$ 7,365	$ 16,365	$ 9,642.5	$ 9,642.5	$ 19,285	$ 35,650

1/ Under this proposed financing arrangement, each state would bear the cost of constructing the bridge approaches on its side of the river.
2/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
3/ Subsidy prorated 50 percent to Oregon and 50 percent to Washington.
4/ Construction period.

Schedule I-A (Cont.)

CE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

ome m s	Subsidy 3/ Oregon	Washington	Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
1	$ 210.5	$ 210.5	$ 421	$ 1,122	$ 4,171	$ 997	$ 125
7	202.5	202.5	405	1,122	3,174	1,027	95
5	193.5	193.5	387	1,122	2,147	1,058	64
	185.0	185.0	370	1,122	1,089	1,089	33
5	$ 9,642.5	$ 9,642.5	$ 19,285	$ 35,650	$ --	$ 22,000	$ 13,650

ment, each state would bear the cost of constructing the
er.
nt of Highways, Planning Division, "Report on the
May 1959".
and 50 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE I-B
DEBT SERVICE SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL BRI
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 Percent (Cost of approaches not included in bon
Based on Toll Income Estimates by Washington Department of Highwa
(Amounts shown are in thousands of dollars)

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1961	$ 4/	$ 4/	$ 4/	$ 495.0	$ 165.0	$ 660	$ 660
1962	4/	4/	4/	495.0	165.0	660	660
1963	4/	4/	4/	495.0	165.0	660	660
1964	533	202	331	593.0	198.0	791	1,122
1965	598	205	393	547.5	182.5	730	1,123
1966	610	208	402	540.0	180.0	720	1,122
1967	622	211	411	534.0	178.0	712	1,123
1968	635	214	421	526.0	175.0	701	1,122
1969	647	217	430	519.0	173.0	692	1,122
1970	660	220	440	512.0	171.0	683	1,123
1971	673	223	450	504.0	168.0	672	1,122
1972	687	226	461	496.5	165.5	662	1,123
1973	701	229	472	487.5	162.5	650	1,122
1974	715	232	483	479.0	160.0	639	1,122
1975	729	235	494	472.0	157.0	629	1,123
1976	744	238	506	462.0	154.0	616	1,122
1977	758	241	517	454.5	151.5	606	1,123
1978	774	244	530	444.0	148.0	592	1,122
1979	789	247	542	436.0	145.0	581	1,123
1980	805	250	555	425.0	142.0	567	1,122
1981	821	253	568	415.5	138.5	554	1,122
1982	837	256	581	406.5	135.5	542	1,123
1983	854	259	595	395.0	132.0	527	1,122
1984	871	262	609	385.5	128.5	514	1,123
1985	889	265	624	373.5	124.5	498	1,122
1986	906	268	638	363.0	121.0	484	1,122
1987	924	271	653	352.5	117.5	470	1,123
1988	943	274	669	340.0	113.0	453	1,122
1989	962	277	685	328.0	109.0	437	1,122

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE I-B
E SCHEDULE-PROPOSED ASTORIA-MEGLER TOLL BRIDGE
0-Year Amortization Period - Level Debt Service
ssue at 3 Percent (Cost of approaches not included in bond project) 1/
Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

ne	Subsidy 3/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
	$ 495.0	$ 165.0	$ 660	$ 660	$ 22,000	$ - -	$ 660
	495.0	165.0	660	660	22,000	- -	660
	495.0	165.0	660	660	22,000	- -	660
	593.0	198.0	791	1,122	22,000	462	660
	547.5	182.5	730	1,123	21,538	477	646
	540.0	180.0	720	1,122	21,061	490	632
	534.0	178.0	712	1,123	20,571	506	617
	526.0	175.0	701	1,122	20,065	520	602
	519.0	173.0	692	1,122	19,545	536	586
	512.0	171.0	683	1,123	19,009	553	570
	504.0	168.0	672	1,122	18,456	568	554
	496.5	165.5	662	1,123	17,888	586	537
	487.5	162.5	650	1,122	17,302	603	519
	479.0	160.0	639	1,122	16,699	621	501
	472.0	157.0	629	1,123	16,078	641	482
	462.0	154.0	616	1,122	15,437	659	463
	454.5	151.5	606	1,123	14,778	680	443
	444.0	148.0	592	1,122	14,098	699	423
	436.0	145.0	581	1,123	13,399	721	402
	425.0	142.0	567	1,122	12,678	742	380
	415.5	138.5	554	1,122	11,936	764	358
	406.5	135.5	542	1,123	11,172	788	335
	395.0	132.0	527	1,122	10,384	810	312
	385.5	128.5	514	1,123	9,574	836	287
	373.5	124.5	498	1,122	8,738	860	262
	363.0	121.0	484	1,122	7,878	886	236
	352.5	117.5	470	1,123	6,992	913	210
	340.0	113.0	453	1,122	6,079	940	182
	328.0	109.0	437	1,122	5,139	968	154

Schedule I-B (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1990	$ 981	$ 280	$ 701	$ 316.0	$ 105.0	$ 421	$ 1,122
1991	1,000	283	717	304.0	101.0	405	1,122
1992	1,021	286	735	290.0	97.0	387	1,122
1993	1,041	289	752	277.5	92.5	370	1,122
Total	$ 23,730	$ 7,365	$ 16,365	$ 14,464.0	$ 4,821.0	$ 19,285	$ 35,650

1/ Under this proposed financing arrangement, each state would bear the cost of constructing the bridge approaches on its side of the river.
2/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
3/ Subsidy prorated 75 percent to Oregon and 25 percent to Washington.
4/ Construction period.

Schedule I-B (Cont.)

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

ome m s	Subsidy 3/ Oregon	Washington	Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
1	$ 316.0	$ 105.0	$ 421	$ 1,122	$ 4,171	$ 997	$ 125
7	304.0	101.0	405	1,122	3,174	1,027	95
3	290.0	97.0	387	1,122	2,147	1,058	64
9	277.5	92.5	370	1,122	1,089	1,089	33
5	$ 14,464.0	$ 4,821.0	$ 19,285	$ 35,650	$ --	$ 22,000	$ 13,650

ent, each state would bear the cost of constructing the
r.
nt of Highways, Planning Division, "Report on the
May 1959".
and 25 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961
SCHEDULE II-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BR
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3½ Percent (Cost of approaches not included in bon
Based on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1961	$ 4/	$ 4/	$ 4/	$ 385.0	$ 385.0	$ 770	$ 770
1962	4/	4/	4/	385.0	385.0	770	770
1963	4/	4/	4/	385.0	385.0	770	770
1964	533	202	331	432.5	432.5	865	1,196
1965	598	205	393	401.5	401.5	803	1,196
1966	610	208	402	397.0	397.0	794	1,196
1967	622	211	411	392.5	392.5	785	1,196
1968	635	214	421	387.5	387.5	775	1,196
1969	647	217	430	383.5	383.5	767	1,197
1970	660	220	440	378.0	378.0	756	1,196
1971	673	223	450	373.0	373.0	746	1,196
1972	687	226	461	367.5	367.5	735	1,196
1973	701	229	472	362.0	362.0	724	1,196
1974	715	232	483	356.5	356.5	713	1,196
1975	729	235	494	351.5	351.5	703	1,197
1976	744	238	506	345.0	345.0	690	1,196
1977	758	241	517	339.5	339.5	679	1,196
1978	774	244	530	333.0	333.0	666	1,196
1979	789	247	542	327.0	327.0	654	1,196
1980	805	250	535	320.5	320.5	641	1,196
1981	821	253	568	314.5	314.5	629	1,197
1982	837	256	581	307.5	307.5	615	1,196
1983	854	259	595	300.5	300.5	601	1,196
1984	871	262	609	293.5	293.5	587	1,196
1985	889	265	624	286.0	286.0	572	1,196
1986	906	268	638	279.0	279.0	558	1,196
1987	924	271	653	272.0	272.0	544	1,197
1988	943	274	669	263.5	263.5	527	1,196
1989	962	277	685	255.5	255.5	511	1,196

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961
SCHEDULE II-A

SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
Year Amortization Period - Level Debt Service
e at 3½ Percent (Cost of approaches not included in bond project) 1/
come Estimates by Washington Department of Highways
mounts shown are in thousands of dollars)

Subsidy 3/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 385.0	$ 385.0	$ 770	$ 770	$ 22,000	$ - -	$ 770
385.0	385.0	770	770	22,000	- -	770
385.0	385.0	770	770	22,000	- -	770
432.5	432.5	865	1,196	22,000	426	770
401.5	401.5	803	1,196	21,574	441	755
397.0	397.0	794	1,196	21,133	456	740
392.5	392.5	785	1,196	20,677	472	724
387.5	387.5	775	1,196	20,205	489	707
383.5	383.5	767	1,197	19,716	507	690
378.0	378.0	756	1,196	19,209	524	672
373.0	373.0	746	1,196	18,685	542	654
367.5	367.5	735	1,196	18,143	561	635
362.0	362.0	724	1,196	17,582	581	615
356.5	356.5	713	1,196	17,001	601	595
351.5	351.5	703	1,197	16,400	623	574
345.0	345.0	690	1,196	15,777	644	552
339.5	339.5	679	1,196	15,133	666	530
333.0	333.0	666	1,196	14,467	690	506
327.0	327.0	654	1,196	13,777	714	482
320.5	320.5	641	1,196	13,063	739	457
314.5	314.5	629	1,197	12,324	766	431
307.5	307.5	615	1,196	11,558	791	405
300.5	300.5	601	1,196	10,767	819	377
293.5	293.5	587	1,196	9,948	848	348
286.0	286.0	572	1,196	9,100	877	319
279.0	279.0	558	1,196	8,223	908	288
272.0	272.0	544	1,197	7,315	941	256
263.5	263.5	527	1,196	6,374	973	223
255.5	255.5	511	1,196	5,401	1,007	189

Schedule II-A (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1990	$ 981	$ 280	$ 701	$ 247.5	$ 247.5	$ 495	$ 1,196
1991	1,000	283	717	239.5	239.5	479	1,196
1992	1,021	286	735	230.5	230.5	461	1,196
1993	1,041	289	752	222.5	222.5	445	1,197
Total	$ 23,730	$ 7,365	$ 16,365	$ 10,915.0	$10,915.0	$ 21,830	$ 38,195

1/ Under this proposed financing arrangement, each state would bear the cost of constructing the bridge approaches on its side of the river.
2/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
3/ Subsidy prorated 50 percent to Oregon and 50 percent to Washington.
4/ Construction period.

Schedule II-A (Cont.)

CE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization

me	Subsidy 3/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
	$ 247.5	$ 247.5	$ 495	$ 1,196	$ 4,394	$ 1,042	$ 154
	239.5	239.5	479	1,196	3,352	1,079	117
	230.5	230.5	461	1,196	2,273	1,116	80
	222.5	222.5	445	1,197	1,157	1,157	40
5	$ 10,915.0	$10,915.0	$ 21,830	$ 38,195	$ --	$ 22,000	$ 16,195

ent, each state would bear the cost of constructing the
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nt of Highways, Planning Division, "Report on the
May 1959".
nd 50 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE II-B
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3½ Percent (Cost of approaches not included
Based on Toll Income Estimates by Washington Department of Hig
(Amounts shown are in thousands of dollars)

Year	Gross Income 2/ From Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1961	$ 4/	$ 4/	$ 4/	$ 577.5	$ 192.5	$ 770	$ 770
1962	4/	4/	4/	577.5	192.5	770	770
1963	4/	4/	4/	577.5	192.5	770	770
1964	533	202	331	649.0	216.0	865	1,196
1965	598	205	393	602.0	201.0	803	1,196
1966	610	208	402	595.5	198.5	794	1,196
1967	622	211	411	589.0	196.0	785	1,196
1968	635	214	421	581.0	194.0	775	1,196
1969	647	217	430	575.0	192.0	767	1,197
1970	660	220	440	567.0	189.0	756	1,196
1971	673	223	450	559.5	186.5	746	1,196
1972	687	226	461	551.0	184.0	735	1,196
1973	701	229	472	543.0	181.0	724	1,196
1974	715	232	483	535.0	178.0	713	1,196
1975	729	235	494	527.0	176.0	703	1,197
1976	744	238	506	517.5	172.5	690	1,196
1977	758	241	517	509.0	170.0	679	1,196
1978	774	244	530	499.5	166.5	666	1,196
1979	789	247	542	490.5	163.5	654	1,196
1980	805	250	555	481.0	160.0	641	1,196
1981	821	253	568	472.0	157.0	629	1,197
1982	837	256	581	461.0	154.0	615	1,196
1983	854	259	595	451.0	150.0	601	1,196
1984	871	262	609	440.0	147.0	587	1,196
1985	889	265	624	429.0	143.0	572	1,196
1986	906	268	638	418.5	139.5	558	1,196
1987	924	271	653	408.0	136.0	544	1,197
1988	943	274	669	395.0	132.0	527	1,196
1989	962	277	685	383.0	128.0	511	1,196

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE II-B

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
ond Issue at 3½ Percent (Cost of approaches not included in bond project) 1/
n Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

ome	Subsidy 3/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
	$ 577.5	$ 192.5	$ 770	$ 770	$ 22,000	$ - -	$ 770
	577.5	192.5	770	770	22,000	- -	770
	577.5	192.5	770	770	22,000	- -	770
1	649.0	216.0	865	1,196	22,000	426	770
93	602.0	201.0	803	1,196	21,574	441	755
02	595.5	198.5	794	1,196	21,133	456	740
11	589.0	196.0	785	1,196	20,677	472	724
21	581.0	194.0	775	1,196	20,205	489	707
0	575.0	192.0	767	1,197	19,716	507	690
0	567.0	189.0	756	1,196	19,209	524	672
0	559.5	186.5	746	1,196	18,685	542	654
1	551.0	184.0	735	1,196	18,143	561	635
72	543.0	181.0	724	1,196	17,582	581	615
83	535.0	178.0	713	1,196	17,001	601	595
94	527.0	176.0	703	1,197	16,400	623	574
06	517.5	172.5	690	1,196	15,777	644	552
17	509.0	170.0	679	1,196	15,133	666	530
30	499.5	166.5	666	1,196	14,467	690	506
42	490.5	163.5	654	1,196	13,777	714	482
55	481.0	160.0	641	1,196	13,063	739	457
68	472.0	157.0	629	1,197	12,324	766	431
81	461.0	154.0	615	1,196	11,558	791	405
95	451.0	150.0	601	1,196	10,767	819	377
09	440.0	147.0	587	1,196	9,948	848	348
24	429.0	143.0	572	1,196	9,100	877	319
38	418.5	139.5	558	1,196	8,223	908	288
53	408.0	136.0	544	1,197	7,315	941	256
69	395.0	132.0	527	1,196	6,374	973	223
85	383.0	128.0	511	1,196	5,401	1,007	189

Schedule II-B (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
30-Year Amortization Period

Year	Gross Income From Tolls 2/	Maint. & Operating Expense	Net Income From Tolls	Subsidy 3/ Oregon	Subsidy 3/ Washington	Subsidy 3/ Total	Income From Tolls & Subsidy
1990	$ 981	$ 280	$ 701	$ 371.0	$ 124.0	$ 495	$ 1,196
1991	1,000	283	717	359.0	120.0	479	1,196
1992	1,021	286	735	346.0	115.0	461	1,196
1993	1,041	289	752	334.0	111.0	445	1,197
Total	$ 23,730	$ 7,365	$ 16,365	$ 16,371.5	$ 5,458.5	$ 21,830	$ 38,195

1/ Under this proposed financing arrangement, each state would bear the cost of constructing the bridge approaches on its side of the river.
2/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
3/ Subsidy prorated 75 percent to Oregon and 25 percent to Washington.
4/ Construction period.

Schedule II-B (Cont.)

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

come m s	Subsidy 3/ Oregon	Washington	Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
01	$ 371.0	$ 124.0	$ 495	$ 1,196	$ 4,394	$ 1,042	$ 154
17	359.0	120.0	479	1,196	3,352	1,079	117
35	346.0	115.0	461	1,196	2,273	1,116	80
52	334.0	111.0	445	1,197	1,157	1,157	40
65	$ 16,371.5	$ 5,458.5	$ 21,830	$ 38,195	$ - -	$ 22,000	$ 16,195

ement, each state would bear the cost of constructing the
ver.
ent of Highways, Planning Division, "Report on the
, May 1959".
n and 25 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE III-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BR
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 Percent (Cost of approaches included in proje
Based on Toll Income Estimates by Washington Department of Highway
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy	Ou B
1961	$ 3/	$ 3/	$ 3/	$ 360.0	$ 360.0	$ 720	$ 720	$
1962	3/	3/	3/	360.0	360.0	720	720	
1963	3/	3/	3/	360.0	360.0	720	720	
1964	533	202	331	446.5	446.5	893	1,224	
1965	598	205	393	416.0	416.0	832	1,225	
1966	610	208	402	411.0	411.0	822	1,224	
1967	622	211	411	407.0	407.0	814	1,225	
1968	635	214	421	401.5	401.5	803	1,224	
1969	647	217	430	397.5	397.5	795	1,225	
1970	660	220	440	392.0	392.0	784	1,224	
1971	673	223	450	387.5	387.5	775	1,225	
1972	687	226	461	381.5	381.5	763	1,224	
1973	701	229	472	376.0	376.0	752	1,224	
1974	715	232	483	371.0	371.0	742	1,225	
1975	729	235	494	365.0	365.0	730	1,224	
1976	744	238	506	359.5	359.5	719	1,225	
1977	758	241	517	353.5	353.5	707	1,224	
1978	774	244	530	347.5	347.5	695	1,225	
1979	789	247	542	341.0	341.0	682	1,224	
1980	805	250	555	335.0	335.0	670	1,225	
1981	821	253	568	328.0	328.0	656	1,224	
1982	837	256	581	322.0	322.0	644	1,225	
1983	854	259	595	314.5	314.5	629	1,224	
1984	871	262	609	307.5	307.5	615	1,224	
1985	889	265	624	300.5	300.5	601	1,225	
1986	906	268	638	293.0	293.0	586	1,224	
1987	924	271	653	286.0	286.0	572	1,225	
1988	943	274	669	277.5	277.5	555	1,224	
1989	962	277	685	270.0	270.0	540	1,225	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE III-A

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
Bond Issue at 3 Percent (Cost of approaches included in project)
Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

ome	Subsidy 2/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
	$ 360.0	$ 360.0	$ 720	$ 720	$ 24,000	$ - -	$ 720
	360.0	360.0	720	720	24,000	- -	720
	360.0	360.0	720	720	24,000	- -	720
1	446.5	446.5	893	1,224	24,000	504	720
3	416.0	416.0	832	1,225	23,496	520	705
2	411.0	411.0	822	1,224	22,976	535	689
1	407.0	407.0	814	1,225	22,441	552	673
1	401.5	401.5	803	1,224	21,889	567	657
	397.5	397.5	795	1,225	21,322	585	640
	392.0	392.0	784	1,224	20,737	602	622
0	387.5	387.5	775	1,225	20,135	621	604
1	381.5	381.5	763	1,224	19,514	639	585
2	376.0	376.0	752	1,224	18,875	658	566
3	371.0	371.0	742	1,225	18,217	678	547
4	365.0	365.0	730	1,224	17,539	698	526
6	359.5	359.5	719	1,225	16,841	720	505
7	353.5	353.5	707	1,224	16,121	740	484
0	347.5	347.5	695	1,225	15,381	764	461
2	341.0	341.0	682	1,224	14,617	785	439
5	335.0	335.0	670	1,225	13,832	810	415
8	328.0	328.0	656	1,224	13,022	833	391
1	322.0	322.0	644	1,225	12,189	859	366
5	314.5	314.5	629	1,224	11,330	884	340
9	307.5	307.5	615	1,224	10,446	911	313
4	300.5	300.5	601	1,225	9,535	939	286
8	293.0	293.0	586	1,224	8,596	966	258
3	286.0	286.0	572	1,225	7,630	996	229
9	277.5	277.5	555	1,224	6,634	1,025	199
5	270.0	270.0	540	1,225	5,609	1,057	168

Schedule III-A

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BR
30-Year Amortization Period - Level Debt Service

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	Ou B
1990	$ 981	$ 280	$ 701	$ 261.5	$ 261.5	$ 523	$ 1,224	$
1991	1,000	283	717	254.0	254.0	508	1,225	
1992	1,021	286	735	244.5	244.5	489	1,224	
1993	1,041	289	752	236.5	236.5	473	1,225	
Total	$ 23,730	$ 7,365	$ 16,365	$ 11,264.5	$ 11,264.5	$ 22,529.	$ 38,894	$

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
2/ Subsidy prorated 50 percent to Oregon and 50 percent to Washington.
3/ Construction period.

Schedule III-A

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

me n s	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
1	$ 261.5	$ 261.5	$ 523	$ 1,224	$ 4,552	$ 1,088	$ 136
	254.0	254.0	508	1,225	3,464	1,121	104
5	244.5	244.5	489	1,224	2,343	1,154	70
2	236.5	236.5	473	1,225	1,189	1,189	36
5	$ 11,264.5	$ 11,264.5	$ 22,529.	$ 38,894	$ - -	$ 24,000	$ 14,894

ent of Highways, Planning Division, "Report on the
May 1959".
and 50 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE III-B
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOL
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 Percent (Cost of approaches included i
Based on Toll Income Estimates by Washington Department of Hi
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy
1961	$ 3/	$ 3/	$ 3/	$ 540.0	$ 180.0	$ 720	$ 720
1962	3/	3/	3/	540.0	180.0	720	720
1963	3/	3/	3/	540.0	180.0	720	720
1964	533	202	331	670.0	223.0	893	1,224
1965	598	205	393	624.0	208.0	832	1,225
1966	610	208	402	616.5	205.5	822	1,224
1967	622	211	411	610.5	203.5	814	1,225
1968	635	214	421	602.0	201.0	803	1,224
1969	647	217	430	596.0	199.0	795	1,225
1970	660	220	440	588.0	196.0	784	1,224
1971	673	223	450	581.0	194.0	775	1,225
1972	687	226	461	572.0	191.0	763	1,224
1973	701	229	472	564.0	188.0	752	1,224
1974	715	232	483	556.5	185.5	742	1,225
1975	729	235	494	547.5	182.5	730	1,224
1976	744	238	506	539.0	180.0	719	1,225
1977	758	241	517	530.0	177.0	707	1,224
1978	774	244	530	521.0	174.0	695	1,225
1979	789	247	542	511.5	170.5	682	1,224
1980	805	250	555	502.5	167.5	670	1,225
1981	821	253	568	492.0	164.0	656	1,224
1982	837	256	581	483.0	161.0	644	1,225
1983	854	259	595	472.0	157.0	629	1,224
1984	871	262	609	461.0	154.0	615	1,224
1985	889	265	624	451.0	150.0	601	1,225
1986	906	268	638	439.5	146.5	586	1,224
1987	924	271	653	429.0	143.0	572	1,225
1988	943	274	669	416.0	139.0	555	1,224
1989	962	277	685	405.0	135.0	540	1,225

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE III-B

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
000 Bond Issue at 3 Percent (Cost of approaches included in project)
d on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

come n s	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	$ 540.0	$ 180.0	$ 720	$ 720	$ 24,000	$ --	$ 720
/	540.0	180.0	720	720	24,000	--	720
/	540.0	180.0	720	720	24,000	--	720
31	670.0	223.0	893	1,224	24,000	504	720
93	624.0	208.0	832	1,225	23,496	520	705
02	616.5	205.5	822	1,224	22,976	535	689
11	610.5	203.5	814	1,225	22,441	552	673
21	602.0	201.0	803	1,224	21,889	567	657
30	596.0	199.0	795	1,225	21,322	585	640
0	588.0	196.0	784	1,224	20,737	602	622
50	581.0	194.0	775	1,225	20,135	621	604
61	572.0	191.0	763	1,224	19,514	639	585
72	564.0	188.0	752	1,224	18,875	658	566
83	556.5	185.5	742	1,225	18,217	678	547
94	547.5	182.5	730	1,224	17,539	698	526
06	539.0	180.0	719	1,225	16,841	720	505
17	530.0	177.0	707	1,224	16,121	740	484
30	521.0	174.0	695	1,225	15,381	764	461
42	511.5	170.5	682	1,224	14,617	785	439
55	502.5	167.5	670	1,225	13,832	810	415
68	492.0	164.0	656	1,224	13,022	833	391
81	483.0	161.0	644	1,225	12,189	859	366
95	472.0	157.0	629	1,224	11,330	884	340
09	461.0	154.0	615	1,224	10,446	911	313
24	451.0	150.0	601	1,225	9,535	939	286
38	439.5	146.5	586	1,224	8,596	966	258
53	429.0	143.0	572	1,225	7,630	996	229
69	416.0	139.0	555	1,224	6,634	1,025	199
85	405.0	135.0	540	1,225	5,609	1,057	168

Schedule III-B (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOL
30-Year Amortization Period - Level Debt Service

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy
1990	$ 981	$ 280	$ 701	$ 392.0	$ 131.0	$ 523	$ 1,224
1991	1,000	283	717	381.0	127.0	508	1,225
1992	1,021	286	735	367.0	122.0	489	1,224
1993	1,041	289	752	355.0	118.0	473	1,225
Total	$ 23,730	$ 7,365	$ 16,365	$ 16,895.5	$ 5,633.5	$ 22,529	$ 38,894

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
2/ Subsidy prorated 75 percent to Oregon and 25 percent to Washington.
3/ Construction period.

Schedule III-B (Cont.)

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

ome	Subsidy 2/			Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
1	$ 392.0	$ 131.0	$ 523	$ 1,224	$ 4,552	$ 1,088	$ 136
7	381.0	127.0	508	1,225	3,464	1,121	104
	367.0	122.0	489	1,224	2,343	1,154	70
2	355.0	118.0	473	1,225	1,189	1,189	36
5	$ 16,895.5	$ 5,633.5	$ 22,529	$ 38,894	$ - -	$ 24,000	$ 14,894

ent of Highways, Planning Division, "Report on the
May 1959".
and 25 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE IV-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3½ Percent (Cost of approaches included in
Based on Toll Income Estimates by Washington Department of Hig
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy
1961	$ 3/	$ 3/	$ 3/	$ 420.0	$ 420.0	$ 840	$ 840
1962	3/	3/	3/	420.0	420.0	840	840
1963	3/	3/	3/	420.0	420.0	840	840
1964	533	202	331	487.0	487.0	974	1,305
1965	598	205	393	456.0	456.0	912	1,305
1966	610	208	402	451.5	451.5	903	1,305
1967	622	211	411	447.0	447.0	894	1,305
1968	635	214	421	442.0	442.0	884	1,305
1969	647	217	430	437.0	437.0	874	1,304
1970	660	220	440	432.5	432.5	865	1,305
1971	673	223	450	427.5	427.5	855	1,305
1972	687	226	461	422.0	422.0	844	1,305
1973	701	229	472	416.5	416.5	833	1,305
1974	715	232	483	411.0	411.0	822	1,305
1975	729	235	494	405.5	405.5	811	1,305
1976	744	238	506	399.5	399.5	799	1,305
1977	758	241	517	394.0	394.0	788	1,305
1978	774	244	530	387.0	387.0	774	1,304
1979	789	247	542	381.5	381.5	763	1,305
1980	805	250	555	375.0	375.0	750	1,305
1981	821	253	568	368.5	368.5	737	1,305
1982	837	256	581	362.0	362.0	724	1,305
1983	854	259	595	355.0	355.0	710	1,305
1984	871	262	609	348.0	348.0	696	1,305
1985	889	265	624	340.5	340.5	681	1,305
1986	906	268	638	333.0	333.0	666	1,304
1987	924	271	653	326.0	326.0	652	1,305
1988	943	274	669	318.0	318.0	636	1,305
1989	962	277	685	310.0	310.0	620	1,305

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE IV-A
SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
, 000 Bond Issue at 3½ Percent (Cost of approaches included in Project)
d on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

Income om olls	Subsidy 2/ Oregon	Washington	Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
3/	$ 420.0	$ 420.0	$ 840	$ 840	$ 24,000	$ --	$ 840
3/	420.0	420.0	840	840	24,000	--	840
3/	420.0	420.0	840	840	24,000	--	840
331	487.0	487.0	974	1,305	24,000	465	840
393	456.0	456.0	912	1,305	23,535	481	824
402	451.5	451.5	903	1,305	23,054	498	807
411	447.0	447.0	894	1,305	22,556	516	789
421	442.0	442.0	884	1,305	22,040	534	771
430	437.0	437.0	874	1,304	21,506	551	753
440	432.5	432.5	865	1,305	20,955	572	733
450	427.5	427.5	855	1,305	20,383	592	713
461	422.0	422.0	844	1,305	19,791	612	693
472	416.5	416.5	833	1,305	19,179	634	671
483	411.0	411.0	822	1,305	18,545	656	649
494	405.5	405.5	811	1,305	17,889	679	626
506	399.5	399.5	799	1,305	17,210	703	602
517	394.0	394.0	788	1,305	16,507	727	578
530	387.0	387.0	774	1,304	15,780	752	552
542	381.5	381.5	763	1,305	15,028	779	526
555	375.0	375.0	750	1,305	14,249	806	499
568	368.5	368.5	737	1,305	13,443	834	471
581	362.0	362.0	724	1,305	12,609	864	441
595	355.0	355.0	710	1,305	11,745	894	411
609	348.0	348.0	696	1,305	10,851	925	380
624	340.5	340.5	681	1,305	9,926	957	348
638	333.0	333.0	666	1,304	8,969	990	314
653	326.0	326.0	652	1,305	7,979	1,026	279
669	318.0	318.0	636	1,305	6,953	1,062	243
685	310.0	310.0	620	1,305	5,891	1,099	206

Schedule IV-A (Cont.)

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
30-Year Amortization Period - Level Debt Service

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy	
1990	$ 981	$ 280	$ 701	$ 302.0	$ 302.0	$ 604	$ 1,305	$
1991	1,000	283	717	294.0	294.0	588	1,305	
1992	1,021	286	735	285.0	285.0	570	1,305	
1993	1,041	289	752	276.0	276.0	552	1,304	
Total	$ 23,730	$ 7,365	$ 16,365	$ 12,650.5	$ 12,650.5	$ 25,301	$ 41,666	$

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959".
2/ Subsidy prorated 50 percent to Oregon and 50 percent to Washington.
3/ Construction period.

Schedule IV-A (Cont.)

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

come om lls	Subsidy 2/ Oregon	Washington	Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
701	$ 302.0	$ 302.0	$ 604	$ 1,305	$ 4,792	$ 1,137	$ 168
717	294.0	294.0	588	1,305	3,655	1,177	128
735	285.0	285.0	570	1,305	2,478	1,218	87
752	276.0	276.0	552	1,304	1,260	1,260	44
365	$ 12,650.5	$ 12,650.5	$ 25,301	$ 41,666	$ --	$ 24,000	$ 17,666

ment of Highways, Planning Division, "Report on the
e, May 1959".
on and 50 percent to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE IV-B
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3½ Percent (Cost of approaches included in
Based on Toll Income Estimates by Washington Department of High
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy
1961	$ 3/	$ 3/	$ 3/	$ 630.0	$ 210.0	$ 840	$ 840
1962	3/	3/	3/	630.0	210.0	840	840
1963	3/	3/	3/	630.0	210.0	840	840
1964	533	202	331	730.5	243.5	974	1,305
1965	598	205	393	684.0	228.0	912	1,305
1966	610	208	402	677.0	226.0	903	1,305
1967	622	211	411	670.5	223.5	894	1,305
1968	635	214	421	663.0	221.0	884	1,305
1969	647	217	430	655.5	218.5	874	1,304
1970	660	220	440	649.0	216.0	865	1,305
1971	673	223	450	641.0	214.0	855	1,305
1972	687	226	461	633.0	211.0	844	1,305
1973	701	229	472	625.0	208.0	833	1,305
1974	715	232	483	616.5	205.5	822	1,305
1975	729	235	494	608.0	203.0	811	1,305
1976	744	238	506	599.0	200.0	799	1,305
1977	758	241	517	519.0	197.0	788	1,305
1978	774	244	530	580.5	193.5	774	1,304
1979	789	247	542	572.0	191.0	763	1,305
1980	805	250	555	562.5	187.5	750	1,305
1981	821	253	568	553.0	184.0	737	1,305
1982	837	256	581	543.0	181.0	724	1,305
1983	854	259	595	532.5	177.5	710	1,305
1984	871	262	609	522.0	174.0	696	1,305
1985	889	265	624	511.0	170.0	681	1,305
1986	906	268	638	499.5	166.5	666	1,304
1987	924	271	653	489.0	163.0	652	1,305
1988	943	274	669	477.0	159.0	636	1,305
1989	962	277	685	465.0	155.0	620	1,305

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February, 1961

SCHEDULE IV-B

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
,000 Bond Issue at 3½ Percent (Cost of approaches included in project)
d on Toll Income Estimates by Washington Department of Highways
(Amounts shown are in thousands of dollars)

Income rom olls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
1/	$ 630.0	$ 210.0	$ 840	$ 840	$ 24,000	$ - -	$ 840
2/	630.0	210.0	840	840	24,000	- -	840
3/	630.0	210.0	840	840	24,000	- -	840
331	730.5	243.5	974	1,305	24,000	465	840
393	684.0	228.0	912	1,305	23,535	481	824
402	677.0	226.0	903	1,305	23,054	498	807
411	670.5	223.5	894	1,305	22,556	516	789
421	663.0	221.0	884	1,305	22,040	534	771
430	655.5	218.5	874	1,304	21,506	551	753
440	649.0	216.0	865	1,305	20,955	572	733
450	641.0	214.0	855	1,305	20,383	592	713
461	633.0	211.0	844	1,305	19,791	612	693
472	625.0	208.0	833	1,305	19,179	634	671
483	616.5	205.5	822	1,305	18,545	656	649
494	608.0	203.0	811	1,305	17,889	679	626
506	599.0	200.0	799	1,305	17,210	703	602
517	519.0	197.0	788	1,305	16,507	727	578
530	580.5	193.5	774	1,304	15,780	752	552
542	572.0	191.0	763	1,305	15,028	779	526
555	562.5	187.5	750	1,305	14,249	806	499
568	553.0	184.0	737	1,305	13,443	834	471
581	543.0	181.0	724	1,305	12,609	864	441
595	532.5	177.5	710	1,305	11,745	894	411
609	522.0	174.0	696	1,305	10,851	925	380
624	511.0	170.0	681	1,305	9,926	957	348
638	499.5	166.5	666	1,304	8,969	990	314
653	489.0	163.0	652	1,305	7,979	1,026	279
669	477.0	159.0	636	1,305	6,953	1,062	243
685	465.0	155.0	620	1,305	5,891	1,099	206

Schedule IV-B

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period - Level Debt Service

Year	Gross Income 1/ from Tolls	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy
1990	$ 981	$ 280	$ 701	$ 453.0	$ 151.0	$ 604	$ 1,305
1991	1,000	283	717	441.0	147.0	588	1,305
1992	1,021	286	735	427.5	142.5	570	1,305
1993	1,041	289	752	414.0	138.0	552	1,304
Total	$ 23,730	$ 7,365	$ 16,365	$ 18,975.5	$ 6,325.5	$ 25,301	$ 41,666

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May 1959"
2/ Subsidy prorated 75 percent to Oregon and 25 percent to Washington.
3/ Construction period.

Schedule IV-B

RVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service

ome	Subsidy 2/			Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	Oregon	Washington	Total				
1	$ 453.0	$ 151.0	$ 604	$ 1,305	$ 4,792	$ 1,137	$ 168
7	441.0	147.0	588	1,305	3,655	1,177	128
5	427.5	142.5	570	1,305	2,478	1,218	87
	414.0	138.0	552	1,304	1,260	1,260	44
5	$ 18,975.5	$ 6,325.5	$ 25,301	$ 41,666	$ --	$ 24,000	$ 17,666

nt of Highways, Planning Division, "Report on the
May 1959"
and 25 percent to Washington.

January 28, 1961

Minutes of the joint meeting of the Oregon and Washington Highway Committees, Room 37 of the State Office Building, Portland, Oregon.

Representative William H. Holmstrom, chairman of the Oregon House Highway Committee, opened the meeting and welcomed the Washington interim committee. The following introductions were made:

Anthony Yturri, Senator, Ontario, Oregon
William H. Holmstrom, Representative, Gearhart, Oregon
Nat W. Washington, Senator, Ephrata, Washington
Tom Garlington, Asst. Atty. General, Tacoma, Washington
C. K. Glaze, Planning Engineer, Washington Highway Dept.
Carl Francis, Senator, Dayton, Oregon
Sidney Bazett, Representative, Grants Pass, Oregon
Raphael R. Raymond, Representative, Helix, Oregon
Emil A. Stunz, Representative, Nyssa, Oregon
L. T. Lindas, Chief Counsel, Oregon Highway Dept.
Wm. C. Williams, Oregon Highway Engineers
G. S. Paxson, Asst. State Highway Engineer
G. E. Rohde, Asst. Counsel, Oregon Highway Dept.
Norman R. Howard, Representative, Portland, Oregon
Norris E. Johnson, Manager, Astoria Chamber of Commerce
Richard J. Bettendorf, Manager, Port of Astoria
F. L. Andries, Daily Astorian, Astoria, Oregon
Gus Carlson, Portland, Oregon
Mrs. Elmo Fadling, Sec. Washington Highway Interim Committee
Ralph B. Sipprell, Oregon Highway Dept., Salem, Oregon
Clyde A. Eckman, Raymond, Washington
Bob Kirkman, Seaview, Washington
Bob Maddin, Ilwaco, Washington
J. H. Petit, Ilwaco, Washington
C. Arthur Appelo, Deep River, Washington
Wayne Turner, Representative, St. Helens, Oregon
R. F. Chapman, Senator, Coos Bay, Oregon
Jack Ostergren, Oregon Journal, Portland, Oregon
William Swing, Portland, Oregon
Mrs. Beulah Hand, Representative, Milwaukie, Oregon
George Freck, P.P.&L., Portland, Oregon
M. K. McIver, Portland, Oregon
W. A. Bugge, Washington Director of Highways
K. N. Fridley, Oregon Highway Commission, The Dalles, Oregon
Ernest A. Cowell, Washington Highway Commission, Eureka, Washington
Paul H. Conner, Representative, Port Angeles, Washington
Carl Back, Representative, Port Orford, Oregon
Robert Bailey, Senator, South Bend, Washington
Andrew Naterlin, Senator, Newport, Oregon
Dan Thiel, Senator, Astoria, Oregon
Joe Beierlein, Representative, Washington
Wm. Hedlund, Portland, Oregon
Richard E. Groener, Senator, Milwaukie, Oregon

Senator Anthony Yturri, chairman of the Oregon Senate Highway Committee, thanked the Washington delegation for coming. He summarized, briefly, the events of the December 19, 1960 meeting, stating that at the 1959 Oregon Legislative Session, a bill had been approved to support the $24,000,000 bridge, providing, in the bond measure, that Washington would join with Oregon to the extent of 50% of the cost. Washington was prepared to meet the deficiency subsidy to the extent of 25% or 30% of the total cost, this to be financed with tolls and bonds. The tolls would total approximately $500,000 per year. Bertram H. Lindman, Engineer and Economist was engaged by Washington for the purpose of conducting a survey to determine the problems as well as the benefits which both Washington and Oregon would face. According to the survey, the Astoria trading area would benefit the most. This area includes Clatsop, Columbia and Tillamook Counties. On the other hand, Grays Harbor and Pacific Counties would be the recipients of the benefits on the Washington side of the river. Washington announced they were presently thinking in terms of 25% or 30% contribution.

Senator Yturri reminded the meeting that at the December meeting the approaches to the bridge were discussed; the cost of the Oregon approach being $1,575,000 whereas the Washington approach would be approximately $179,000. Following this resume of the last meeting, Senator Yturri asked the Washington delegation to state their side of the question for consideration.

Senator Washington advised that no formal action had been taken in either the House or Senate in Washington. He remarked that in view of the fact that a 5.5 million dollar bond issue had been passed for the purpose of completing construction of the Hoods Canal pontoon bridge, that the general thinking in Washington was that the Astoria-Megler bridge was not vital enough to have a 50-50 consideration and that on any figure above 25% it would be necessary for Grays Harbor and Pacific Counties to contribute. The people of these benefited counties feel that the state should bear the financial burden. Senator Washington was of the opinion that due to the geographical location, the Oregon coast would benefit more than Grays Harbor and Pacific Counties. He noted that Washington still has a number of gaps in their coastal highway and their coast is not as well traveled as is Oregon's. He commented too that the Lindman report had had an impact on their thinking.

Senator Bailey stated that the problem was to come up with legislation which could be put into bill form. He mentioned that the Washington appropriation would come from the gas tax levy and the people who oppose this bridge are under the erroneous impression that the funds must be raised by property taxes. He suggested that one of the important things to get into legislation is the approach to the bridge since there seems to be room for negotiation on that point. Subsidizing is the big problem in Washington.

Senator Washington had wished to set up a guaranty fund basis. Washington's highway group is opposed to this basis inasmuch as they feel it would set a precedent. Mr. Dave Gilberth from the Spokane area is particularly opposed to this bridge by subsidizing. This gentleman has great influence with the Highway Users Assn. as well as with the Good Roads Assn. and the A.A.A. The truckers and commerce factions in the Highway Users Assn. group have not been sold on the idea that the bridge would be of great value to them. Senator Washington said he did not agree with their thinking, however.

Mr. Garlington said that the Hoods Canal Bridge, the cross-over at the Puget Sound and the Natches tunnel projects all have more support than the Astoria bridge and for this reason the 25% proposal was more likely to find passage in the Washington legislature. Mr. Cowell said that the Highway Commission could do nothing beyond the

approach; that it was entirely up to the legislature. The Natches project is popular with the Tacoma people and even so there has been no concrete promise that the Washington State Department of Motor Vehicles would subsidize the Natches project.

Representative Holmstrom stated that at the last meeting the annual deficit was discussed on the basis of 3.75% bonds. It was the feeling that this was high. He said that two bond issues in Oregon were passed, with their basis being 3.088% and 3.43%, respectively. Based on the percentage of 3.5% this cuts down the annual deficit requirement to a little over $200,000 for each state. The 3.5% interest rate would have an average annual deficit amount of a little over $400,000, with the last payment being $156,000. On 3% bonds it would be approximately $350,000. This deficit schedule was prepared without operation and maintenance charges which would begin at $200,000. The approaches would be paid for separately under this plan. Representative Holmstrom further stated that this indicates the importance of the prevailing financial rate. He felt that the states were close to the annual $200,000 deficit figure for each state. He thought that based on a 50-50 proposal that we are still within the amount which the Washington people have in mind.

Senator Washington pointed out that an additional selling point was needed; that Washington feared the suggested basis by Oregon would set a precedent. He said Washington had problems facing them which Oregon was not troubled with which were due to precedent. He noted the large Puget Sound area must be considered. If they could point out when they went back to Olympia; that this is a unique situation; that the state of Oregon is offering to put in a larger percentage; that Washington is simply stepping in to fill the gap; that this would not set a precedent, then the project may have more chance.

Representative Holmstrom said that Oregon also has a certain number of demands; that Oregon is pressured just as much as the Washington legislature; that the Oregon projects are looked at individually; that decision is based upon the project itself not upon precedent; that the legislature must decide which projects it is able to undertake. He said that in the 1930s the precedent of bonding was established in Oregon and has been followed ever since on the basis of the desirability of the project.

Senator Washington stated that it was estimated that the deficit in the ferry system will be $250,000 in 1965, whereas Washington is already faced with a deficit situation. He said if Oregon constructs this bridge that the state is, in effect, cutting down on what in 1965 will be possibly a $250,000 annual deficit. Washington has no argument like that to make at their legislature. He noted also that Oregon was fortunate in being able to float bonds with a guarantee from the general fund at a lower interest rate than could be had in Washington. He further stated that these are two extremely difficult facts faced by the Washington legislature. Representative Holmstrom agreed that Oregon was operating the Astoria ferry service at a loss. He felt, however, that Oregon would be putting a little more than their share into the bridge on the Washington proposal. He said that $92,000 a year would be what Oregon's bonds would amount to for the approach. It was his feeling that Oregon is more than meeting Washington half-way on this project. Because of the advantageous position in issuing the bonds on this basis, it was agreed that Oregon's credit be used for the entire bond issue.

Senator Washington stated that at Biggs the approach on the Oregon side will cost Oregon nothing. Mr. Williams refuted that statement, saying that the cost on

the Oregon side at Biggs was approximately $300,000. He said this can be financed from interstate funds. Washington did not feel that they could raise $200,000 from the legislature. Senator Washington asked if Oregon had ever financed toll bridges in this manner. Mr. Williams reported that in 1936, five toll bridges were opened to traffic but that before any toll was collected, the legislature declared them free bridges. He said that the amount of traffic over the Vancouver toll bridge is such that this investment will be paid for in eight or nine years. The maintenance costs are paid by the toll revenues.

The first year's deficit would be $865,000, with the average being $700,000 over a thirty-year period on a 50-50 basis. This would take into consideration the maintenance charges which average approximately $240,000 per year. The total cost of the proposed bridge, including the interest, would be $38,195,000 at the end of thirty years. Operating expenses would be around $290,000, leaving a net of $750,000. After operating the bridge for twenty-five additional years the entire deficit would be returned. Senator Thiel asked if the revenue being realized on the Vancouver bridge was largely more than anticipated. Mr. Williams replied the bridge was operating almost exactly at the estimated rate.

Senator Bailey inquired if a fifty-year bond had ever been computed and Mr. Williams said it had not, that even forty-year bonds were difficult to sell.

Representative Holmstrom asked about the life expectance of a bridge of this type. Mr. Williams said the life would be indefinite, that the only thing which might put it out of commission is that the traffic might become so great that the bridge could not handle it. Representative Bazett remarked that California used to allocate their money on the same basis. He noted that the "prize" would be to get the terrific flow of California traffic from California on north. He wondered if Washington realized that this port of entry was important to the state as a whole rather than to the adjacent counties only. He said that Eureka, for instance, is expected to have a population of between 100,000 and 200,000 and it would be of equal value to both Oregon and Washington.

Senator Francis stated that conclusions in the Lindman report have been based on the basis of assumption. He added the study seems to be confined to an interval of twenty years and if such a bridge is built, the economic value would far exceed the estimates in the Lindman report.

Mr. McIver stated that he did not have anything to add; that it would seem an expenditure of this size would have to be recognized by both states; that the main reason for building this bridge is for tourist traffic going up the coast and with that kind of traffic, just as much money will be spent on one side of the bridge as on the other. The other question is just how much the bridge will mean to the states. He voiced the hope that in twenty years it would be of great value but that no one could contribute much except assumption at this time.

Senator Yturri said he thought Oregon's next bond issue would be faced with a higher interest rate because of the extent the bonded indebtedness would have been increased by this amount. The rate of interest paid for bond issues depends to some extent upon the amount of outstanding bonds of the state. If Oregon issues $24,000,000 in bonds it is quite probable that in subsequent issues Oregon will be required to pay a higher rate of interest. In this respect Oregon will be penalized by the issuance of this $24,000,000 in bonds, and this should be considered in the negotiations.

Senator Yturri asked Senator Bailey if it was his thought, when discussing the $200,000 at the December meeting, that the cost of operation would be shared equally. Senator Bailey replied that the real issue of negotiation might well come in the cost of maintenance and operation. Rep. Holmstrom said that the proposal given him by Mr. Garlington stated that the two states would share equally. Senator Bailey said this was Washington's intention.

Senator Yturri said that with relatively few exceptions the policy in the state of Oregon has been to permit the State Highway Commission to construct a particular road or bridge, making their own determinations, and it has not been for the legislature to point out which bridge or highway will be constructed.

Representative Beierlein said it was the sentiments of Washington that this project was premature. Senator Bailey stated that he was not opposed to the project at this time.

Representative Hand asked how many years Oregon had been "picking up" the deficit on the ferries. Representative Holmstrom replied that this was done upon a policy laid down at the time of the Longview bridge when that bridge, under private construction and ownership, went default and the state of Washington took it over whereas Oregon did not wish to go along. In turn, when the time came, Oregon assumed the Astoria ferries. Now, Washington is profiting on the Longview bridge and Oregon is showing a deficit on the Astoria ferries.

Mr. McIver was of the opinion the Astoria bridge could be built if the two states would set aside a program of $1,000,000 a year, the bridge could be under construction within seven years. This is on a 50-50 basis. Representative Holmstrom stated that with costs continuing to spiral if the bridge is not built very soon it will cost much more later.

Senator Chapman stated that both Pacific and Grays Harbor Counties are in the depressed area insofar as employment is concerned and both states should appeal to the federal government and possibly get the bridge built entirely from federal funds. Representative Holmstrom replied that this approach had already been looked into. Senator Yturri added that matching federal funds were available only for toll-free structures.

Senator Yturri stated that the principle function of this meeting was to see what plan can be taken back to the respective legislatures. He asked the Washington delegation if they would be willing to go back now and propose a bill to their legislature that the state of Washington join in this enterprise and meet 50% of the deficit; that each state build its respective approaches and that initially the general credit of the state of Oregon be pledged for the procurement of the construction funds.

Senator Washington did not feel that this approach would have any chance of success. He stated that in view of the fact that Oregon does have a deficit with the Astoria ferries which could reach $250,000 in 1965 that if Oregon would assume this amount and then have the states split on a 50-50 basis after that, it might be more attractive to Washington.

<u>A ten-minute recess was called at this point:</u>

Upon resumption of the meeting Senator Washington stated that they definitely felt that they could not go for the 50-50 proposal. He suggested that the Oregon Highway Committees get together within the next few days and conclude what could be done relative to a counter proposal of less than a 50-50 basis. He was of the opinion that some thought should be given to the $250,000 ferry deficit and by possibly dividing the balance on a 50-50 basis and giving Washington a guarantee that their share would not amount to more than $200,000 per year that a program such as that might be worked out.

Mr. Garlington said that the total deficit of the first year's operation of the bridge at 3.5% would be $663,000. If $250,000 were subtracted this would leave $413,000. If split equally the cost would be approximately $207,000 for each state which is very close to the $200,000. This sum would decline for both states as the revenues increased. These figures do not include operational expenses.

Senator Yturri stated we have to keep in mind the identical thing that Washington does, namely "What can we recommend that the legislatures will 'buy'". He stated that Oregon's thinking is that the very best we could get the legislature to accept is a proposal to take into consideration the construction of the bridge, including the approaches which is $24,000,000. And he said that incidentally the figure we have been considering regarding the deficit of the ferry operation is substantially lower than $250,000. He stated Oregon would be willing to go back and prepare in bill form, legislation that the two states share equally in the annual deficits, including the approach cost, with each state paying one-half the operation and maintenance costs, and that Oregon will pay the first $100,000 "off the top" and split the remainder with Washington. Representative Holmstrom thought this proposal would be about a 58-42 ratio.

Senator Bailey said that in his opinion this was a very sensible approach and a very fair suggestion. He asked that this be drawn up and sent to Washington for introduction. Representative Holmstrom agreed to do so.

Senator Yturri asked that in the event this bill is prepared and introduced in Oregon, could Washington assure the Oregon legislature that the bill would be introduced in Olympia. Senator Bailey said that he would introduce the bill himself. He added that he thought the benefits to both states would be terrific.

Representative Raymond stated that it was very difficult to sell the people in his area on the bridge. The representative is from Eastern Oregon.

Senator Washington observed that it was difficult to discern what the people's attitude would be. Mr. Bugge thought this might be put on the federal system. Then the funds which would come from the federal government could be placed as a foundation or a portion thereof and bonds in the amount of $12,000,000 to $14,000,000 would be issued. There are some drawbacks to that because it would take an outright appropriation by both states to do this. In Washington once the tolls are paid, the bridges are then free. Possibly, he added, that is not good thinking. He suggested a negotiation committee be set up. The committee is as follows:

Senator Yturri, Representative Holmstrom and Mr. William C. Williams from Oregon to confer with Senators Washington and Bailey and Mr. W. A. Bugge of Washington.

It was established that the foregoing proposal by Oregon was the furthest point which Oregon is willing to do. Rep. Hand thought this would be a hard proposal

to sell at the Oregon legislature. Senator Bailey said that in the overall cost at the end of ninety years or whatever, that Washington will end up assuming one-half the cost of the bridge. He thought it would be easier to sell the approaches than it would be to assume the 50-50 basis.

The meeting adjourned.

Respectfully submitted,

Velda Jacobson, Secretary
Eileen Johnson, Secretary

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Comm.
Engineer
Secretary
Control Engr.

Salem, Oregon
February 7, 1961

Columbia River Bridge
at Astoria

Mr. R. B. Sipprell

I am returning the draft of the Joing Meeting of Oregon and Washington Highway Committees held in Portland on January 28. As I remember the meeting, the minutes generally reflect what was said.

There is considerable doubt as to the figures which Representative Holstrom has reported to have given and which are set forth on page 3 of these minutes. I do not remember just what figures he used. There was considerable confusion as to the basis upon which estimates were being given, but if the entire operation and maintenance charges are assumed from other funds, his figures are probably not too far out of line. The actual figures with these maintenance charges in were given by Mr. Williams and are set forth on pages 4 and 5 of the draft of the minutes. These are essentially correct.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

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Memo to Files

Salem, Oregon
January 26, 1961

Columbia River Bridge
at Astoria

The attached "Debt Service Schedule" for the Columbia River Bridge at Astoria is based on a $22,000,000 issue to finance only the main river bridge under the assumption that Washington would finance the Washington approach estimated at $179,915, and that Oregon would finance the Oregon approach estimated to cost $1,575,530. In the sale of bonds, a discount of approximately 2 per cent should be anticipated. The actual bond sale for the Oregon approach should be $1,610,000.

To retire this amount in 30 years at 3½ per cent interest requires an annual sum of $87,585. This amount should be added to the subsidy shown for Oregon each year. Since the bonds run for 33 years, including the construction period, Oregon's total subsidy would increase by $2,890,300, making a total subsidy of $13,805,300.

The 1960 ferry loss was $165,000. At this rate, the total loss over the 30-year period after completion of the bridge would be $4,950,000. The additional cost for the bridge would be $8,855,300.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ss

G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1961

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income From Tolls [1]	Maint. & Operating Expense	Net Income From Tolls	Subsidy [2] Oregon	Subsidy [2] Washington	Subsidy [2] Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year
1961	$ [3]	$ [3]	$ [3]	$ 385.0	$ 385.0	$ 770	$ 770	$ 22,000
1962	[3]	[3]	[3]	385.0	385.0	770	770	22,000
1963	[3]	[3]	[3]	385.0	385.0	770	770	22,000
1964	533	202	331	432.5	432.5	865	1,196	22,000
1965	598	205	393	401.5	401.5	803	1,196	21,574
1966	610	208	402	397.0	397.0	794	1,196	21,131
1967	622	211	411	392.5	392.5	785	1,196	20,677
1968	635	214	421	387.5	387.5	775	1,196	20,205
1969	647	217	430	383.5	383.5	767	1,197	19,716
1970	660	220	440	378.0	378.0	756	1,196	19,209
1971	673	223	450	373.0	373.0	746	1,196	18,685
1972	687	226	461	367.5	367.5	735	1,196	18,143
1973	701	229	472	362.0	362.0	724	1,196	17,583
1974	715	232	483	356.5	356.5	713	1,196	17,001
1975	729	235	494	351.5	351.5	703	1,197	16,400
1976	744	238	506	345.0	345.0	690	1,196	15,777
1977	758	241	517	339.5	339.5	679	1,196	15,133
1978	774	244	530	333.0	333.0	666	1,196	14,463
1979	789	247	542	327.0	327.0	654	1,196	13,777
1980	805	250	555	320.5	320.5	641	1,196	13,063
1981	821	253	568	314.5	314.5	629	1,197	12,324
1982	837	256	581	307.5	307.5	615	1,196	11,558
1983	854	259	595	300.5	300.5	601	1,196	10,767
1984	871	262	609	293.5	293.5	587	1,196	9,949
1985	889	265	624	286.0	286.0	572	1,196	9,100

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1961

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
(Amounts shown are in thousands of dollars)

t. & ting nse	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	$ 3/	$ 385.0	$ 385.0	$ 770	$ 770	$ 22,000	$ - -	$ 770
	3/	385.0	385.0	770	770	22,000	- -	770
/	3/	385.0	385.0	770	770	22,000	- -	770
02	331	432.5	432.5	865	1,196	22,000	426	770
05	393	401.5	401.5	803	1,196	21,574	441	755
08	402	397.0	397.0	794	1,196	21,133	456	740
11	411	392.5	392.5	785	1,196	20,677	472	724
14	421	387.5	387.5	775	1,196	20,205	489	707
17	430	383.5	383.5	767	1,197	19,716	507	690
20	440	378.0	378.0	756	1,196	19,209	524	672
23	450	373.0	373.0	746	1,196	18,685	542	654
26	461	367.5	367.5	735	1,196	18,143	561	635
29	472	362.0	362.0	724	1,196	17,582	581	615
32	483	356.5	356.5	713	1,196	17,001	601	595
35	494	351.5	351.5	703	1,197	16,400	623	574
38	506	345.0	345.0	690	1,196	15,777	644	552
41	517	339.5	339.5	679	1,196	15,133	666	530
44	530	333.0	333.0	666	1,196	14,467	690	506
47	542	327.0	327.0	654	1,196	13,777	714	482
50	555	320.5	320.5	641	1,196	13,063	739	457
53	568	314.5	314.5	629	1,197	12,324	766	431
56	581	307.5	307.5	615	1,196	11,558	791	405
59	595	300.5	300.5	601	1,196	10,767	819	377
62	609	293.5	293.5	587	1,196	9,948	848	348
65	624	286.0	286.0	572	1,196	9,100	877	319

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

Year	Gross Income From Tolls 1/	Maint. & Operating Expense	Net Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy	Bonds Outstandi Beginni of Yea
1986	$ 906	$ 268	$ 638	$ 279.0	$ 279.0	$ 558	$ 1,196	$ 8,22
1987	924	271	653	272.0	272.0	544	1,197	7,31
1988	943	274	669	263.5	263.5	527	1,196	6,37
1989	962	277	685	255.5	255.5	511	1,196	5,40
1990	981	280	701	247.5	247.5	495	1,196	4,39
1991	1,000	283	717	239.5	239.5	479	1,196	3,35
1992	1,021	286	735	230.5	230.5	461	1,196	2,27
1993	1,041	289	752	222.5	222.5	445	1,197	1,15
Total	$23,730	$7,365	$16,365	$10,915.0	$10,915.0	$21,830	$38,195	- -

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed
May, 1959"
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

et Income From Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income From Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
638	$ 279.0	$ 279.0	$ 558	$ 1,196	$ 8,223	$ 908	$ 288
653	272.0	272.0	544	1,197	7,315	941	256
669	263.5	263.5	527	1,196	6,374	973	223
685	255.5	255.5	511	1,196	5,401	1,007	189
701	247.5	247.5	495	1,196	4,394	1,042	154
717	239.5	239.5	479	1,196	3,352	1,079	117
735	230.5	230.5	461	1,196	2,273	1,116	80
752	222.5	222.5	445	1,197	1,157	1,157	40
6,365	$10,915.0	$10,915.0	$21,830	$38,195	- - -	$22,000	$16,195

Department of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge,

on and 50% to Washington.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1961

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6361

SUBJECT: Debt Service Schedule - Proposed
Astoria-Megler Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
O F F I C E

In compliance with your verbal request there are attached four copies of the subject Debt Service Schedule, based on a 30-Year Amortization Period - Level Debt Service for a $22,000,000 Bond Issue at 3½ Percent interest. The maintenance and operating expenses for the toll bridge for the schedule are the responsibility of the toll income, therefore, the subsidy furnished by the States of Washington and Oregon reflect the reduction in toll revenue for maintenance and operating expenses.

The $22,000,000 bond issue was based on an estimated construction cost of $23,350,000 less $1,750,000 estimated approach construction cost to be built by the States for a net construction cost of $21,600,000. A two percent discount on the bond issue and finance and legal costs indicate an approximate required bond issue of $22,000,000.

F. B. Crandall
Traffic Engineer

RCB:dh
Attachments

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To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1961

SUBJECT: Debt Service Amortization Schedule
Proposed Astoria-Megler Toll Bridge

R. B. Apprell
Director of Permits
O f f i c e

In compliance with your verbal request, we have prepared the Debt Service Schedule for the proposed Astoria-Megler Toll Bridge based on a 30-year amortization period level debt service with a $22,000,000 bond issue at 3½% interest, for your use.

There are attached three copies of the subject tabulation.

J. A. Elsner

OR F. B. Crandall
Traffic Engineer

RCB:mp
Attachments
cc: G. S. Parson (Attachment)

RECEIVED
JAN 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

With the maintenance and operation from other funds

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1961

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bon Reti
1961	$ 3/	$ 385.0	$ 385.0	$ 770	$ 770	$ 22,000	$ -
1962	3/	385.0	385.0	770	770	22,000	-
1963	3/	385.0	385.0	770	770	22,000	-
1964	533	331.5	331.5	663	1,196	22,000	4
1965	598	299.0	299.0	598	1,196	21,574	4
1966	610	293.0	293.0	586	1,196	21,133	4
1967	622	287.0	287.0	574	1,196	20,677	4
1968	635	280.5	280.5	561	1,196	20,205	4
1969	647	275.0	275.0	550	1,197	19,716	5
1970	660	268.0	268.0	536	1,196	19,209	5
1971	673	261.5	261.5	523	1,196	18,685	5
1972	687	254.5	254.5	509	1,196	18,143	5
1973	701	247.5	247.5	495	1,196	17,582	5
1974	715	240.5	240.5	481	1,196	17,001	6
1975	729	234.0	234.0	468	1,197	16,400	6
1976	744	226.0	226.0	452	1,196	15,777	6
1977	758	219.0	219.0	438	1,196	15,133	6
1978	774	211.0	211.0	422	1,196	14,467	6
1979	789	203.5	203.5	407	1,196	13,777	7
1980	805	195.5	195.5	391	1,196	13,063	7
1981	821	188.0	188.0	376	1,197	12,324	7
1982	837	179.5	179.5	359	1,196	11,558	7
1983	854	171.0	171.0	342	1,196	10,767	8
1984	871	162.5	162.5	325	1,196	9,948	8
1985	889	153.5	153.5	307	1,196	9,100	8

, maintenance and operations from other funds

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1961

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3½ Percent
(Amounts shown are in thousands of dollars)

Subsidy 2/			Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 385.0	$ 385.0	$ 770	$ 770	$ 22,000	$ - -	$ 770
385.0	385.0	770	770	22,000	- -	770
385.0	385.0	770	770	22,000	- -	770
331.5	331.5	663	1,196	22,000	426	770
299.0	299.0	598	1,196	21,574	441	755
293.0	293.0	586	1,196	21,133	456	740
287.0	287.0	574	1,196	20,677	472	724
280.5	280.5	561	1,196	20,205	489	707
275.0	275.0	550	1,197	19,716	507	690
268.0	268.0	536	1,196	19,209	524	672
261.5	261.5	523	1,196	18,685	542	654
254.5	254.5	509	1,196	18,143	561	635
247.5	247.5	495	1,196	17,582	581	615
240.5	240.5	481	1,196	17,001	601	595
234.0	234.0	468	1,197	16,400	623	574
226.0	226.0	452	1,196	15,777	644	552
219.0	219.0	438	1,196	15,133	666	530
211.0	211.0	422	1,196	14,467	690	506
203.5	203.5	407	1,196	13,777	714	482
195.5	195.5	391	1,196	13,063	739	457
188.0	188.0	376	1,197	12,324	766	431
179.5	179.5	359	1,196	11,558	791	405
171.0	171.0	342	1,196	10,767	819	377
162.5	162.5	325	1,196	9,948	848	348
153.5	153.5	307	1,196	9,100	877	319

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	
1986	$ 906	$ 145.0	$ 145.0	$ 290	$ 1,196	$ 8,223	$
1987	924	136.5	136.5	273	1,197	7,315	
1988	943	126.5	126.5	253	1,196	6,374	
1989	962	117.0	117.0	234	1,196	5,401	
1990	981	107.5	107.5	215	1,196	4,394	
1991	1,000	98.0	98.0	196	1,196	3,352	
1992	1,021	87.5	87.5	175	1,196	2,273	
1993	1,041	78.0	78.0	156	1,197	1,157	
Total	23,730	7,232.5	7,232.5	14,465	38,195	- - -	

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed
May, 1959"
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

Subsidy 2/ Washington	Subsidy 2/ total	Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
$ 145.0	$ 290	$ 1,196	$ 8,223	$ 908	$ 288
136.5	273	1,197	7,315	941	256
126.5	253	1,196	6,374	973	223
117.0	234	1,196	5,401	1,007	189
107.5	215	1,196	4,394	1,042	154
98.0	196	1,196	3,352	1,079	117
87.5	175	1,196	2,273	1,116	80
78.0	156	1,197	1,157	1,157	40
7,232.5	14,465	38,195	- - -	22,000	16,195

partment of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge,

and 50% to Washington.

Salem, Oregon
December 21, 1960

Columbia River Bridge
at Astoria

Memo to Files

A meeting of the Legislative Interim Committees of Oregon and Washington was held in the State Office Building in Portland on December 19. At the suggestion of Senator Yturri, Senator Nat Washington of the Washington legislature presided.

Mr. Carlington, attorney for the Washington Committee, stated that the laws of the two states were not compatible, and that the Washington law provided for financing by revenue bonds only, and that this project could not go ahead on that basis. Washington would have to revise its present laws in order to contribute to the project. He favored an issue of bonds by Oregon because Oregon laws would permit such an issue. He suggested that each state should pay for its own approaches. The problem is to reduce the cost to Washington because of its present situation where the Hood Canal Bridge will require an additional six million dollars, and the Maple Street Bridge in Spokane will require outside financing. He presented the Lindman report prepared for the State of Washington which advocated division of costs of 75 per cent to Oregon and 25 per cent to Washington.

Senator Bailey of Washington stated that the precedent in Washington was not to subsidize any project, and that they must stand on their own feet, and if the Astoria Bridge was to be built, this precedent would necessarily have to be broken. He said that the 75-25 proposal was advanced only as a basis for bargaining. The question was raised as to assistance from local areas in Washington, and he said that Pacific County might make a small levy but that other areas probably would not.

Senator Washington said there would be strong opposition to subsidy in the Washington legislature, and that, although he thinks it is justified in some cases, he doubts the chance of any approval by Washington.

Representative Holmstrom of Oregon gave figures on the amount of subsidy necessary based upon our tabulation for a 30-year bond issue with traffic revenue from the Washington forecast and each state paying for its own approaches.

The matter of loss on the operation of the Astoria Ferry came up, and Mr. Cooper gave a figure of $165,000 as our loss last year.

Representative Holstrom does not think that Oregon can approve a 75-25 division of costs, and personally, he would not favor it.

Representative Howard seemed surprised that Oregon was paying all of the Astoria Ferry costs and stated that if the job was to progress, the two states must go forward with the same progress in each state.

Representative Holstrom thought that our 3-3/4 per cent interest rate was too high, and that Veterans bonds were to be sold in Oregon in January, which may give a better forecast of interest rates. The suggestion was made that another meeting be held after these bonds were sold, and a tentative date of January 21 was set.

G. S. Paxson
Assistant State Highway Engineer

GSP:ac

cc to: Mr. Leonard I. Lindas

F-003-1 (16)

SUPPLEMENTAL REPORT

FACTORS BEARING ON THE RELATIVE CONTRIBUTIONS BY WASHINGTON AND OREGON TO THE ASTORIA-MEGLER BRIDGE

NOTED

BERTRAM H. LINDMAN
CONSULTING ENGINEER AND ECONOMIST
5818 OSCEOLA ROAD
WASHINGTON 16, D. C.

BERTRAM H. LINDMAN
CONSULTING ENGINEER AND ECONOMIST
5818 OSCEOLA ROAD
WASHINGTON 16, D. C.

OLIVER 4-3094

December 5, 1960

The Honorable Nat Washington, Chairman
and Members of the Joint Fact-Finding
Committee on Highways, Streets and Bridges
Washington State Legislature
Olympia, Washington

Gentlemen:

In accordance with our agreement of May 20, 1960, I have made an economic study of the benefits of the proposed Astoria-Megler Bridge and submit, in fulfillment of section 2, the attached report which is supplemental to the forthcoming main report. This supplemental report contains a compilation of data and information relevant to a determination of the contributions to be made by the states of Washington and Oregon toward the cost of the proposed bridge.

The study was initiated by Mrs. Julia Butler Hansen, former chairman of the Committee, and Senator Robert C. Bailey, chairman of the Subcommittee for Toll Project Financing.

Stuart P. Walsh and Kent H. Hallawell of Industrial Planning Associates have been associated with me in the conduct of this study.

I wish to acknowledge and express our appreciation for the generous assistance of the staffs of the Committee, the Washington State Highway Commission, and the Oregon State Highway Commission; and the officials and civic leaders of Clatsop County, Pacific County, and other Washington counties in providing data and information.

Respectfully submitted,

Bertram H. Lindman

Supplemental Report

FACTORS BEARING ON THE RELATIVE CONTRIBUTIONS BY WASHINGTON AND OREGON TO THE ASTORIA-MEGLER BRIDGE

The task assigned the consultants was to compile data and information for a determination of the relative contributions to be made by the states of Washington and Oregon toward the cost of the proposed Astoria-Megler Bridge.

This task is complicated by the fact that Washington's highway financing problems, practices, and policies, and in consequence its method of contribution, differ from those of Oregon in important respects. For Oregon the bridge constitutes a major project which has been accorded high priority in the highway program, whereas for Washington it is one of several major projects, and one without an over-riding priority.

The Oregon Problem

The water gap at the mouth of the Columbia River is Oregon's most pressing crossing problem. Although the state has the Cascade Mountain barrier running the entire length from north to south, it is not faced with any immediate demands for major tunnel crossings. The Columbia River Valley along Oregon's northern border provides one excellent natural crossing. The mountain pass utilized by State Route 58 is another. Until eastern Oregon is further developed with larger cities and towns, the state is not likely to be confronted with any strong demands for new high-type mountain crossings.

The Columbia River is the largest river in the state. Its border location makes crossings a mutual problem for Oregon and Washington. Other rivers pose crossing problems from time to time, but the state does not have a pressing backlog of water gaps to bridge. This leaves the water gap at Astoria as its most immediate major crossing problem.

The urgent need for the proposed Astoria-Megler Bridge is confirmed by the favorable attitude toward it as expressed in the Portland newspapers and by

the recent action of the Oregon Legislature in authorizing the issuance of general obligation bonds for its construction, provided Washington State agrees to cooperative action.

Oregon's interest in the bridge stems in part from the depressed economic condition of Astoria, long one of the state's important cities. The bridge would increase Astoria's business and market opportunities in the southwestern corner of Pacific County and bring greater volumes of remunerative tourist traffic through Astoria on U.S. Highway 101.

Oregon's interest stems also from the desire to provide the growing population of the Portland area with better access to the southwest Washington ocean beaches. The Oregon beaches have been well developed, but as they become more crowded many Oregonians find the less developed Washington beaches more inviting.

Oregon's interest in the bridge arises more directly from the increasing subsidy required to maintain the present ferry which is state owned but operated by a contractor. As the attached table shows, the net loss from operations jumped from $54,903 in 1954 to $155,348 in 1959, or approximately $100,000 in five years. This increasing loss has resulted not from any sizable loss in income, for that has remained fairly constant, but rather from increased operating expenses. If past trends continue, and the prospects are that upward trends in wages and in upkeep on the old ferry boats will continue, the annual loss by 1965 will be $250,000.

Further, if the state delays too long in getting the bridge built, it will have to assume in addition the cost of ferry boat replacements. Two of the three ferries, the 33-year old Tourist No. 2 and the 27-year old Tourist No. 3, are reportedly barely able to meet minimum safety standards now. Their continued operation is permitted only as a necessary stop-gap service until the bridge is completed. Should serious bridge planning be further delayed, they would probably be removed from service. This would leave in service only

ANNUAL OPERATING STATEMENT, ASTORIA-MEGLER FERRY
1950 - 1960

YEAR	TOTAL INCOME	TOTAL EXPENSES	NET LOSS FROM OPERATIONS
1950	$ 215,449.00	$ 251,215.00	$ 35,766.00
1951	247,323.00	249,765.00	2,442.00
1952	262,278.00	265,020.00	2,742.00
1953	248,036.00	283,982.00	35,946.00
1954	232,887.00	287,790.00	54,903.00
1955	247,699.00	340,355.00	92,656.00
1956	241,004.00	324,594.00	83,590.00
1957	223,245.00	319,655.00	96,410.00
1958	224,709.00	379,457.00	154,748.00
1959	226,700.00	382,048.00	155,348.00
1960 (Jan.-June)	72,303.00	145,542.00	73,239.00 (½ year)
TOTALS	$2,441,633.00	$3,229,423.00	$787,790.00

Source: Oregon State Highway Department.

the 12-year old M.V. Chessman with a capacity of 35 to 40 cars. In this situation the state would have to consider seriously the necessity of purchasing a new ferry at an estimated cost of over $750,000.

The Washington Problem

For Washington State the proposed bridge is one of several major crossings and one without an over-riding priority.

Because of its geographical characteristics and population dispersion, Washington has numerous and unique crossing problems. First there is Puget Sound, a large body of water with many islands and peninsulas. Then there is the Cascade Mountain barrier which occupies almost one-fourth of the total state area and effectively separates the state into two regions, each with major concentrations of population. Finally, there is the Columbia River which starts in Canada, flows southward through the eastern region of the state, and then widens and winds along the southern border of the state. The largest population concentration is squeezed between Puget Sound and the Cascades, but other concentrations are developing in the Spokane and Yakima-Tri-Cities areas. Consequently, the state has been overwhelmed with demands for water and mountain crossings of the most costly types.

In order to obtain adequate ferry service on Puget Sound, Washington was compelled to sell bonds to buy out the privately owned ferries. The present ferry system is far more extensive and costly than any in Oregon. Ferry bonds outstanding total $38,395,000. Ferry earnings have been inadequate to service the bonds, and the governor has earmarked $335,000 from his emergency fund to subsidize the ferries during the current fiscal year. The prospects are that over the years as the ferry boats and terminals get older, and the operating costs increase, the state will be faced with an even more burdensome subsidy problem.

Washington has just started to cope with demands for bridges to replace Puget Sound ferries. It has under way the troublesome Hood Canal Bridge and is considering a bridge to connect Seattle and Bremerton via Vashon Island or some other intermediate point. These two projects alone will cost in the neighborhood of a quarter of a billion dollars. In short, the Puget Sound crossing problem is far more pressing than the lower Columbia River crossing problem.

Washington has in addition the problem of providing a more direct, all-year Cascade crossing via Naches Pass, estimated to cost $33,800,000 for the tunnel and highway that are presently under study.

Finally, the state is faced with the entire cost of providing Columbia River crossings in its eastern region. The low-level bridge under construction at Vantage will cost some $10,000,000 and there is talk of another higher level bridge which would cost several times that amount.

After these projects have been completed, other crossings of rivers, mountains, and inlets will undoubtedly be advocated. Washington's crossing "wants" are virtually unlimited; its fulfillment of these wants is limited only by its capacity to finance them.

Washington's Practices and Policies

Washington State has been unable to finance its extensive and costly bridge and tunnel projects as part of its long-term program for relieving deficiencies in existing state highways, county roads, and city streets; that is, by means of taxes on highway users and property owners. Instead it has adopted the practice of financing them as self-liquidating toll projects under the administration of the Washington Toll Bridge Authority. When a crossing project costs too much to be supported by anticipated toll revenues, the state calls upon local governmental units to contribute or pledge funds to make up

the deficit. Two major examples of this practice are the Pierce County contribution to the Tacoma Narrows Bridge and the King County commitment toward the Second Lake Washington Bridge. In the case of the Naches Pass Tunnel and Highway project and the Astoria-Megler Bridge project it has under consideration the possibility of seeking contributions toward the deficit from two or more political subdivisions which the projects connect or otherwise benefit.

The finding in the report on the Naches project study was that the tunnel and highway connecting King and Pierce counties on the west with Yakima County on the east would provide economic benefits which would justify, in view of ability-to-pay and other pertinent factors, contributions from King and Pierce counties amounting to 81 percent, and from Yakima County 19 percent of the total deficit.

The finding in the main report on the Astoria-Megler Bridge study was that this project would benefit Pacific County, particularly the southwestern portion which is within the Astoria trade and service area, and also Grays Harbor County justifying a total contribution of approximately $95,000. This amount could be provided by imposing additional or allocating existing property tax and road district tax levies and by earmarking portions of the state motor fuel tax allotments.

The exact contribution of each jurisdiction, to be paid as required throughout the bonding period, should be set at an amount equal to the proceeds that would accrue from the following sources during the year legislation is enacted:

Jurisdiction	Basis for Determining Contribution	1960 Yield
Pacific County	1 mill property tax	$23,531
	10% of motor fuel tax allotment	22,919
Town of Long Beach	1 mill property tax	746
Town of Ilwaco	1 mill property tax	390
Pacific County Road District #2	1 mill from road district tax	7,190
Grays Harbor County	½ mill property tax	30,204
		$84,980

Yields are based on 1960 assessed valuations and 1959 state motor fuel tax allotments. The 1961 yields would total an estimated $95,000, due to substantial increases in appraised property values in Pacific County and similar changes in the factors affecting the other contributions.

While a specific basis for determining proper participation is set forth above, the particular sources used are not necessarily the means by which contributions need be raised. For instance, part or all of the contributions of Grays Harbor County and the towns of Long Beach and Ilwaco could come from pledged motor fuel tax allotments or general revenues, as could the remainder of Pacific County's total contribution.

Oregon's Share

If Washington, in keeping with its practice of having local subdivisions contribute to the deficits in toll-financed projects, offers to seek contributions to the Astoria-Megler Bridge from Pacific and Grays Harbor counties in the amounts indicated, it would seem proper for Oregon to participate to the extent of comparable contributions from its principally benefited counties, whether it intends to actually seek such contributions or to obtain equivalent funds from other sources.

As a means of determining the amount of such comparable contributions, since a detailed economic benefit analysis was not possible, the benefit findings from the analysis of the Washington counties were extended by means of economic indicators to the three areas or regions of benefit which, in the order of their importance, are:

1. The greater Astoria trade and service area
2. The Clatsop-Pacific counties area
3. The Tillamook, Clatsop, Pacific, and Grays Harbor counties area.

The greater Astoria area, as discussed in the main report, has an approximate radius of 25 miles and an approximate population of 30,000. On the Oregon side this area comprises most of Clatsop County and a small portion of Columbia County; on the Washington side, the southern and southwestern portions of Pacific County. The proposed bridge would benefit this area by, (1) facilitating local travel and transport within it, and (2) inducing more long-distance travel and transport through it.

The local travel and transport would be occasioned by and for the area residents in such daily pursuits as trading, services, the professions, banking, recreation, culture, and religion. The residents of Pacific County located within the Astoria trade and service area are dependent upon the facilities of the city of Astoria for many of these daily pursuits, whereas the residents of Astoria are dependent upon southern Pacific County for customers, clients, or users of their stores, services, professions, and financial institutions. There is thus an interdependence existing between the central and outlying portions of the Astoria trade and service area.

Several aspects of this interdependence are discussed in the main report. A check of the classified sections of the local telephone directories for the Astoria area and the communities in southern Pacific County showed that many products and services which are available in Astoria are not available in southern Pacific County. A study of common carrier truck service showed that shipments in large trucks from distant points are broken down in Astoria and delivered throughout southern Pacific County in small trucks. And, conversely, pick-ups in small trucks from southern Pacific County are assembled in larger units in Astoria for shipment to distant points.

A statistical indicator of the relative benefits of the proposed bridge to the Washington and Oregon portions of the Astoria trade and service area is population. Of the total area population of approximately 30,000, about

25,000 or 83 percent are in the Oregon counties of Clatsop and Columbia; 5,000 or 17 percent are in Washington's Pacific County.

Several indicators are available for Clatsop and Pacific counties. In using them, however, it is important to bear in mind that most of Clatsop County and only a minor part of Pacific County are within the Astoria trade and service area. This point is substantiated by the population indicator. Of the total population of 41,573 in the two counties, 27,036 or 65 percent is in Clatsop County and 14,537 or 35 percent is in Pacific County. About one-third of the Pacific County population - 5,000 out of 14,537 - is within the Astoria trade area; the remaining two-thirds is outside.

Bank deposits are a good benefit indicator in that they are evidence of relative amounts of local funds available for investment in business opportunities that will be created by the bridge. Bank deposits, according to the Federal Reserve Board, total $46,100,000 in the two counties; $34,500,000 or 75 percent in Clatsop County, and $11,600,000 or 25 percent in Pacific County.

Wholesale and retail trade are also good indicators. According to the 1958 Census of Business, wholesale trade for the two counties totaled $14,500,000, of which $10,000,000 or 69 percent was in Clatsop County, and $4,500,000 or 31 percent was in Pacific County. Retail trade totaled $47,000,000, of which $33,000,000 or 70 percent was in Clatsop County, and $14,000,000 or 30 percent was in Pacific County.

Traffic is a further indicator of benefits. Coverdale and Colpitts in its survey of ferry traffic found that 25 percent of the principal July trips were between Clatsop and Pacific counties. On a year-round basis, about half the ferry traffic is local between these two counties and presumably most of it is within the Astoria trade area.

According to the Coverdale and Colpitts origin-and-destination survey, 65 percent of the long-distance travelers had their origin or destination in

Clatsop County; 35 percent in Pacific County.

Grays Harbor and Tillamook counties as well as Clatsop and Pacific would benefit from the proposed bridge. This benefit, as explained in the main report, would result in large part from removal of the present unsatisfactory ferry service. It is because of this service that so many travelers from California driving northward on U.S. Highway 101 to the Puget Sound region turn off at Otis Junction and continue north on Oregon Highway 18 and U.S. Highway 99 via Portland, while many southbound travelers from Puget Sound avoid U.S. Highway 101 because of the ferry. The Astoria-Megler Bridge, other improvements that are now being made on U.S. Highway 101 between Otis Junction and Aberdeen, and improvements on U.S. Highway 410 between Aberdeen and Olympia will encourage increased use of Highway 101, particularly between Otis Junction and Aberdeen. In addition, these improvements will generate new traffic, including loop trips making use of Highway 101 going one way and U.S. Highway 99 going the other.

The distance these travelers would drive in Tillamook County is approximately equal to the distance they would drive in Grays Harbor County, indicating the benefits to each county would be about equal. Consequently, on the basis of the benefit noted in the main report of 36-64 percent between Grays Harbor and Pacific counties, Tillamook would also benefit about half as much as Pacific County.

The benefits accruing to the counties beyond Clatsop, Pacific, Tillamook, and Grays Harbor, will be relatively less important, and no determination of them has been made.

Relative Contributions

Application of the several relative benefit indicators to (1) the Washington and Oregon portions of the Astoria trade and service area, (2) the counties

of Clatsop in Oregon and Pacific in Washington, and (3) the counties of Tillamook in Oregon and Grays Harbor in Washington, resulted in relative local benefits of from 25 to 30 percent to Washington areas; from 70 to 75 percent to Oregon areas.

This finding as to relative local benefits, coupled with the finding that the Washington local contributions would aggregate a maximum of $95,000 annually, after ability-to-pay and other pertinent factors are considered, indicates that a proportionate Oregon local contribution would be between $222,000 and $285,000 annually.

Questions may arise as to why in the case of the Astoria-Megler Bridge 70 to 75 percent of the benefits are found to accrue to the major beneficiary counties of Clatsop and Tillamook, whereas in the case of the Naches project 81 percent of the benefits were found to accrue to the major beneficiary counties of King and Pierce. In both cases the major beneficiary counties contain the greatest concentrations of population, wealth, and business activity located in close proximity to the crossing, namely, Astoria and Seattle-Tacoma. However, the explanation lies in the relatively lighter concentrations in the Astoria area, with consequently fewer benefits than those accruing to the Seattle-Tacoma complex.

There may also be some question as to why the contributions sought from the beneficiaries of the Naches project aggregate an amount sufficient to cover all the anticipated deficit, whereas those sought from the beneficiaries of the Astoria-Megler project do not. The explanation is that the amount of the deficit in relation to number of beneficiaries, kinds of business activity, wealth, and other factors is so much greater in the case of the Astoria-Megler project.

The findings of the foregoing analysis, which were weighted with ability-to-pay and other considerations, indicate combined local contributions from

areas within the two states of some $317,000 to $380,000 annually, or approximately one-third the total contribution of $900,000 or more required annually to service the bond issue and operate and maintain the bridge. If both states seek or provide local contributions in these amounts, they will have a remaining total annual contribution of some $600,000 to raise.

From the viewpoint of Oregon, as indicated in preliminary negotiations, this remaining contribution should be divided on a fifty-fifty basis, assigning each state $300,000 annually to raise. From the viewpoint of Washington, it might be better to treat it as an overhead cost to be divided on the same basis as the local contributions, assigning Washington between $150,000 and $180,000 and Oregon between $420,000 and $450,000 to raise. But for Washington even the smaller amount would be subject to critical consideration by the Legislature.

Although the Washington Legislature has established the Washington Toll Bridge Authority and enacted toll financing legislation covering costly highway facilities, and has thereby recognized a degree of state interest in such facilities, it has not made provision for state participation in their financing. At its last session an attempt to provide a guarantee fund for toll facilities failed of enactment. The granting of an outright contribution from tax sources would involve many more considerations than a guarantee and perhaps meet even greater opposition.

A state contribution would require decisions, not only regarding the amount which the state could in equity provide, but also as to the amount which it should provide after giving careful consideration to the relation of state and local interests, the impact of a contribution of the size indicated upon the state's crossing financing problems, and the precedent-setting effect of such a contribution on future financing of costly crossing structures.

The state of Washington has never made an outright contribution to a costly toll facility, let alone one which would supplement local contributions. A contribution to supplement local participation would involve questions of state-local matching relations; that is, questions as to whether it should make such a matching contribution and, if so, whether it would be prudent to go beyond a fifty-fifty matching arrangement.

If a state contribution to match local contributions were found to be feasible, the state would have to consider the impact of a contribution of the size indicated upon present demands for contributions toward the Puget Sound ferry system and possibly other crossing facilities. As previously mentioned, it has been found necessary to earmark $335,000 from the Governor's emergency fund to subsidize the Puget Sound ferry system during the current fiscal year. In addition to this emergency problem, the Legislature faces pressing demands that it tackle other costly crossing problems. The limiting reality in a decision as to how much can be contributed to the Astoria-Megler Bridge will be the amount of funds which can be made available.

Finally, a contribution to the Astoria-Megler Bridge, or to any other costly toll facility, must be considered in terms of the precedent which it would establish in the financing of future facilities.

Joint meetings - Oregon-Washington Highway Interim Committees

Portland State Office Building - December 19, 1960

F-CC-1-(10)

C-26

Anthony Yturri, Senator, Ontario, Oregon
William H. Holmstrom, Representative, Astoria, Oregon
Norman R. Howard, Representative, Portland, Oregon
R. F. Chapman, Senator, Coos Bay, Oregon
K. O. Rosenberg, Addy, Washington
(Mrs.) Elmo Fadling, Olympia, Washington
R. B. Sipprell, State Highway Dept., Salem
B. E. Johns, W.N.P.A. Olympia, Washington
Forrest Cooper, Deputy State Highway Engineer, Salem, Oregon
G. S. Paxson, Asst. State Highway Engineer, Salem, Oregon
L. I. Lindas, Chief Counsel, Salem, Oregon
Louis E. Hofmeister, Senator, Enumclaw, Washington
Mildred Henry, Representative, White Salmon, Washington
Al Henry, Senator, White Salmon, Washington
C. R. Glaze, Planning Engineer, Washington Highway Dept.
Tom Garlington, Special Asst. Atty. General, Tacoma, Washington
Robert C. Bailey, Senator, South Bend, Washington
Nat W. Washington, Senator, Ephrata, Washington
Bob Kirkman, Commissioner Pacific Company
P. M. Stephenson, Oregon Highway Dept.
E. R. Madain, Manager, Port of Ilwaco
Eugene Briggs, Portland Reporter
J. H. Petit, Ilwaco, Washington (Rep. Ilwaco C. of C.)
Jim Boney, Oregon Journal
Jock Wilkins, Oregonian
Carlton Appelo, Deep River
R. J. Bettendorf, Port of Astoria
Tom McCall, KGW
Bill Hedlund

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

SEP 11 1960 D
FOR FILING

September 13, 1960

Honorable W. H. Holmstrom
125 E. 7th Street
Gearhart, Oregon

Dear Representative Holmstrom:

At a conference held in Mr. Lindas's office some time ago, you asked that we prepare schedules of bond retirement for the proposed Astoria-Megler Columbia River Bridge, these schedules to be on two alternates as to the limits of the project to be carried by bond funds and two alternate traffic-survey forecasts of revenue. The limitations of bond financing were: (1) The entire project cost to come from bond funds; and (2) Only the main river bridge to be under bond funds, with each State bearing the cost of its approaches from other highway revenue. The two traffic forecasts were: (1) The Coverdale and Colpitts Report of 1958; and (2) The Washington Department of Highways 1959 Report. These four alternates have been combined with bond-amortization periods of 20, 25 and 30 years. The assumed interest rate is 3-3/4 per cent, which is the current estimate of the State Treasurer's office for general obligation bonds. Interest during the 3-year construction period is assumed to be carried by other funds from the States, and bond redemption would not start until the project is complete and opened to traffic. An equal apportionment of the subsidy required to supplement toll revenue is assigned to each State in all schedules.

In all alternates the cost of toll collections and the cost of maintenance are assumed to be carried by State funds, leaving all toll revenues available for bond interest and bond retirement. The tabulations do not show these operation and maintenance costs, which average about $230,000 per year, and one half of this should be added to the subsidies shown for each State in the table in all years after the end of the assumed construction period in 1964.

The alternate schedules are as follows:

Table	Bond Issue	Amortization Period	Toll Income Source
1-A	$24,000,000	20	Coverdale and Colpitts Report, 1958
1-B	24,000,000	25	Coverdale and Colpitts Report, 1958
1-C	24,000,000	30	Coverdale and Colpitts Report, 1958
2-A	24,000,000	20	Washington Dept. of Hwys. 1959 Report
2-B	24,000,000	25	Washington Dept. of Hwys. 1959 Report
2-C	24,000,000	30	Washington Dept. of Hwys. 1959 Report
3-A	22,000,000	20	Coverdale and Colpitts Report, 1958
3-B	22,000,000	25	Coverdale and Colpitts Report, 1958
3-C	22,000,000	30	Coverdale and Colpitts Report, 1958
4-A	22,000,000	20	Washington Dept. of Hwys. 1959 Report
4-B	22,000,000	25	Washington Dept. of Hwys. 1959 Report
4-C	22,000,000	30	Washington Dept. of Hwys. 1959 Report

Also attached are the construction-cost estimates and discount and financing costs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ss

cc to: Mr. Thomas Carlington
Mr. W. C. Williams
Mr. Leonard I. Lindas

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 8, 1960

SUBJECT: Debt Service Schedules
Proposed Astoria-Megler Toll Bridge

To: G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In response to your recent verbal request, there are attached debt service schedules for the proposed Astoria-Megler Toll Bridge. In the preparation of these debt service schedules two basic conditions were considered with respect to the handling of the construction costs and the necessary bond issue. The derivation of the basic bond issue is shown on the attached table. For the $24,000,000 bond issue it was assumed that all construction costs would be financed from bond funds, and for the $22,000,000 bond issue the financing of the bridge approaches would be with funds other than bond funds. It was presumed that these other funds would be State Highway funds.

The debt service schedules are based on a 3 3/4 percent interest rate, the subsidy required for repayment of bond principal and interest to be divided equally between the states of Washington and Oregon, and the full amount of maintenance and operating expenses to be paid by State Highway funds, one-half from each state. During the period of construction, bond interest would be paid from Highway funds. However, no amortization of the bonds is contemplated during the three-year construction period.

The tables attached are as follows:

Table	Bond Issue	Amortization Period	Toll Income Source
1-A	$ 24,000,000	20	Coverdale and Colpitts Report, 1958
1-B	24,000,000	25	Coverdale and Colpitts Report, 1958
1-C	24,000,000	30	Coverdale and Colpitts Report, 1958
2-A	24,000,000	20	Washington Dept. of Hwys. 1959 Report
2-B	24,000,000	25	Washington Dept. of Hwys. 1959 Report
2-C	24,000,000	30	Washington Dept. of Hwys. 1959 Report
3-A	22,000,000	20	Coverdale and Colpitts Report, 1958
3-B	22,000,000	25	Coverdale and Colpitts Report, 1958
3-C	22,000,000	30	Coverdale and Colpitts Report, 1958
4-A	22,000,000	20	Washington Dept. of Hwys. 1959 Report
4-B	22,000,000	25	Washington Dept. of Hwys. 1959 Report
4-C	22,000,000	30	Washington Dept. of Hwys. 1959 Report

F. B. Crandall
Traffic Engineer

WJB:mp
Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

PROPOSED ASTORIA-MEGLER TOLL BRIDGE

Complete Project

General Obligation Bonds

Estimated Total Construction Cost	$ 23,350,000
2% Discount on $24,000,000	480,000
Finance and Legal Costs	75,000
	$ 23,905,000
Bond Issue	$ 24,000,000

Main Bridge Only

General Obligation Bonds

Estimated Total Construction Cost	$ 23,350,000
Estimated Approach Construction Cost to be Built by States	- 1,750,000
Estimated Construction Cost to be Financed by Bond Issue	$ 21,600,000
2% Discount on $22,000,000	440,000
Finance and Legal Costs	75,000
	$ 22,115,000
Bond Issue	$ 22,000,000

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE I-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER T
20-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of Dollars)

Year	Gross Income from Tolls 1/	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls & Subsidy	Bonds Outstanding Beginning of Year	Bon Reti
1961	$ 3/	$ 450.0	$ 450.0	$ 900	$ 900	$ 24,000	$
1962	3/	450.0	450.0	900	900	24,000	
1963	3/	450.0	450.0	900	900	24,000	
1964	417	655.0	655.0	1,310	1,727	24,000	
1965	458	634.5	634.5	1,269	1,727	23,173	
1966	468	629.5	629.5	1,259	1,727	22,315	
1967	478	624.5	624.5	1,249	1,727	21,425	
1968	488	619.5	619.5	1,239	1,727	20,501	
1969	497	615.0	615.0	1,230	1,727	19,543	
1970	507	610.5	610.5	1,221	1,728	18,549	1,
1971	517	605.0	605.0	1,210	1,727	17,517	1,
1972	527	600.0	600.0	1,200	1,727	16,447	1,
1973	536	595.5	595.5	1,191	1,727	15,337	1,
1974	545	591.0	591.0	1,182	1,727	14,185	1,
1975	554	587.0	587.0	1,174	1,728	12,990	1,
1976	563	582.0	582.0	1,164	1,727	11,749	1,
1977	573	577.0	577.0	1,154	1,727	10,463	1,
1978	583	572.0	572.0	1,144	1,727	9,128	1,
1979	593	567.0	567.0	1,134	1,727	7,743	1,
1980	603	562.0	562.0	1,124	1,727	6,306	1,
1981	613	557.0	557.0	1,114	1,727	4,815	1,
1982	623	552.0	552.0	1,104	1,727	3,269	1,
1983	633	547.0	547.0	1,094	1,727	1,665	1,
Total	$ 10,776	$ 13,233	$ 13,233	$ 26,466	$ 37,242		$ 24,

1/ Source: Coverdale and Colpitts report on Traffic Revenues and Expenses for the Proposed Columbi
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE I-A

RVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
20-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of Dollars)

n	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
0	$ 900	$ 900	$ 24,000	$ --	$ 900	$ --
0	900	900	24,000	--	900	--
0	900	900	24,000	--	900	--
0	1,310	1,727	24,000	827	900	202
[illegible]	1,269	1,727	23,173	858	869	205
[illegible]	1,259	1,727	22,315	890	837	208
5	1,249	1,727	21,425	924	803	211
5	1,239	1,727	20,501	958	769	214
0	1,230	1,727	19,543	994	733	217
5	1,221	1,728	18,549	1,032	696	220
0	1,210	1,727	17,517	1,070	657	223
0	1,200	1,727	16,447	1,110	617	226
5	1,191	1,727	15,337	1,152	575	229
[illegible]	1,182	1,727	14,185	1,195	532	232
[illegible]	1,174	1,728	12,990	1,241	487	235
0	1,164	1,727	11,749	1,286	441	238
0	1,154	1,727	10,463	1,335	392	241
0	1,144	1,727	9,128	1,385	342	244
0	1,134	1,727	7,743	1,437	290	247
0	1,124	1,727	6,306	1,491	236	250
0	1,114	1,727	4,815	1,546	181	253
0	1,104	1,727	3,269	1,604	123	256
0	1,094	1,727	1,665	1,665	62	259
	$ 26,466	$ 37,242		$ 24,000	$ 13,242	$ 4,610

affic Revenues and Expenses for the Proposed Columbia River Bridge....., November, 1958.
Vashington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE I-B
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER T
25-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of Dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bo Reti
1961	3/	450.0	450.0	900	900	24,000	
1962	3/	450.0	450.0	900	900	24,000	
1963	3/	450.0	450.0	900	900	24,000	
1964	417	539.5	539.5	1,079	1,496	24,000	
1965	458	519.0	519.0	1,038	1,496	23,404	
1966	468	514.0	514.0	1,028	1,496	22,786	
1967	478	509.0	509.0	1,018	1,496	22,144	
1968	488	504.0	504.0	1,008	1,496	21,478	
1969	497	499.5	499.5	999	1,496	20,787	
1970	507	494.5	494.5	989	1,496	20,071	
1971	517	489.5	489.5	979	1,496	19,328	
1972	527	484.5	484.5	969	1,496	18,557	
1973	536	480.0	480.0	960	1,496	17,757	
1974	545	475.5	475.5	951	1,496	16,927	
1975	554	471.0	471.0	942	1,496	16,066	
1976	563	466.5	466.5	933	1,496	15,172	
1977	573	461.5	461.5	923	1,496	14,245	
1978	583	456.5	456.5	913	1,496	13,283	
1979	593	451.5	451.5	903	1,496	12,285	1,
1980	603	446.5	446.5	893	1,496	11,250	1,
1981	613	441.5	441.5	883	1,496	10,176	1,
1982	623	436.5	436.5	873	1,496	9,062	1,
1983	633	431.5	431.5	863	1,496	7,906	1,
1984	643	426.5	426.5	853	1,496	6,707	1,
1985	654	421.0	421.0	842	1,496	5,463	1,
1986	665	415.5	415.5	831	1,496	4,172	1,
1987	676	410.0	410.0	820	1,496	2,832	1,
1988	687	404.5	404.5	809	1,496	1,442	1,
Totals	$ 14,101	$ 12,999.5	$ 12,999.5	$ 25,999	$ 40,100		$ 24,

1/ Source: Coverdale and Colpitts report on Traffic Revenues and Expenses for the Proposed Colum
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE I-B

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
25-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of Dollars)

on	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
0	900	900	24,000	- -	900	- -
0	900	900	24,000	- -	900	- -
0	900	900	24,000	- -	900	- -
5	1,079	1,496	24,000	596	900	202
0	1,038	1,496	23,404	618	878	205
0	1,028	1,496	22,786	642	854	208
0	1,018	1,496	22,144	666	830	211
0	1,008	1,496	21,478	691	805	214
5	999	1,496	20,787	716	780	217
5	989	1,496	20,071	743	753	220
5	979	1,496	19,328	771	725	223
5	969	1,496	18,557	800	696	226
0	960	1,496	17,757	830	666	229
5	951	1,496	16,927	861	635	232
0	942	1,496	16,066	894	602	235
5	933	1,496	15,172	927	569	238
5	923	1,496	14,245	962	534	241
5	913	1,496	13,283	998	498	244
5	903	1,496	12,285	1,035	461	247
5	893	1,496	11,250	1,074	422	250
5	883	1,496	10,176	1,114	382	253
5	873	1,496	9,062	1,156	340	256
5	863	1,496	7,906	1,199	297	259
5	853	1,496	6,707	1,244	252	262
0	842	1,496	5,463	1,291	205	265
5	831	1,496	4,172	1,340	156	268
0	820	1,496	2,832	1,390	106	271
5	809	1,496	1,442	1,442	54	274
5	$ 25,999	$ 40,100		$ 24,000	$ 16,100	$ 5,950

Traffic Revenues and Expenses for the Proposed Columbia River Bridge....., November, 1958.
o Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE I-C
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of Dollars)

Year	Gross Income from Tolls 1/	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls + Subsidy	Bonds Outstanding Beginning of Year	Bon Reti
1961	$ 3/	$ 450.0	$ 450.0	$ 900	$ 900	$ 24,000	$
1962	3/	450.0	450.0	900	900	24,000	
1963	3/	450.0	450.0	900	900	24,000	
1964	417	464.5	464.5	929	1,346	24,000	
1965	458	444.0	444.0	888	1,346	23,554	
1966	468	439.0	439.0	878	1,346	23,091	
1967	478	434.0	434.0	868	1,346	22,611	
1968	488	429.0	429.0	858	1,346	22,113	
1969	497	424.5	424.5	849	1,346	21,596	
1970	507	419.5	419.5	839	1,346	21,060	
1971	517	414.5	414.5	829	1,346	20,504	
1972	527	409.5	409.5	819	1,346	19,927	
1973	536	405.0	405.0	810	1,346	19,328	
1974	545	400.5	400.5	801	1,346	18,707	
1975	554	396.5	396.5	793	1,347	18,062	
1976	563	391.5	391.5	783	1,346	17,392	
1977	573	386.5	386.5	773	1,346	16,698	
1978	583	381.5	381.5	763	1,346	15,978	
1979	593	376.5	376.5	753	1,346	15,231	
1980	603	371.5	371.5	743	1,346	14,456	
1981	613	366.5	366.5	733	1,346	13,652	
1982	623	361.5	361.5	723	1,346	12,818	
1983	633	356.5	356.5	713	1,346	11,953	
1984	643	351.5	351.5	703	1,346	11,055	
1985	654	346.5	346.5	693	1,347	10,124	
1986	665	340.5	340.5	681	1,346	9,157	1,
1987	676	335.0	335.0	670	1,346	8,154	1,
1988	687	329.5	329.5	659	1,346	7,114	1,

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE I-C

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of Dollars)

ton	2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
0	$ 900	$ 900	$ 24,000	$ - -	$ 900	$ - -
0	900	900	24,000	- -	900	- -
.0	900	900	24,000	- -	900	- -
.5	929	1,346	24,000	446	900	202
.0	888	1,346	23,554	463	883	205
.0	878	1,346	23,091	480	866	208
.0	868	1,346	22,611	498	848	211
.0	858	1,346	22,113	517	829	214
.5	849	1,346	21,596	536	810	217
.5	839	1,346	21,060	556	790	220
.5	829	1,346	20,504	577	769	223
.5	819	1,346	19,927	599	747	226
.0	810	1,346	19,328	621	725	229
.5	801	1,346	18,707	645	701	232
.5	793	1,347	18,062	670	677	235
.5	783	1,346	17,392	694	652	238
.5	773	1,346	16,698	720	626	241
.5	763	1,346	15,978	747	599	244
.5	753	1,346	15,231	775	571	247
.5	743	1,346	14,456	804	542	250
.5	733	1,346	13,652	834	512	253
.5	723	1,346	12,818	865	481	256
.5	713	1,346	11,953	898	448	259
.5	703	1,346	11,055	931	415	262
.5	693	1,347	10,124	967	380	265
.5	681	1,346	9,157	1,003	343	268
.0	670	1,346	8,154	1,040	306	271
.5	659	1,346	7,114	1,079	267	274

TABLE I-C
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER
30-Year Amortization Period (Cont.)

Year	Gross Income from Tolls 1/	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bon Retir
1989	$ 698	$ 324.0	$ 324.0	$ 648	$ 1,346	$ 6,035	$ 1,
1990	709	318.5	318.5	637	1,346	4,915	1,
1991	721	312.5	312.5	625	1,346	3,753	1,
1992	733	306.5	306.5	613	1,346	2,558	1,
1993	745	301.0	301.0	602	1,347	1,298	1,
Total	$ 17,707	$ 12,688.0	$ 12,688.0	$ 25,376	$ 43,083		$ 24,

1/ Source: Coverdale and Colpitts report on Traffic Revenues and Expenses for the Proposed Columbi
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

TABLE I-C

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period (Cont.)

2/	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
0	$ 648	$ 1,346	$ 6,035	$ 1,120	$ 226	$ 277
5	637	1,346	4,915	1,162	184	280
5	625	1,346	3,753	1,205	141	283
5	613	1,346	2,558	1,250	96	286
0	602	1,347	1,298	1,298	49	289
0	$ 25,376	$ 43,083		$ 24,000	$ 19,083	$ 7,365

raffic Revenues and Expenses for the Proposed Columbia River Bridge....., November, 1958. Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 2-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER T
20-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls [1]	Subsidy [2] Oregon	Subsidy [2] Washington	Subsidy [2] Total	Income from Tolls + Subsidy	Bonds Outstanding Beginning of Year	B Re
1961	$ [3]	$ 450.0	$ 450.0	$ 900	$ 900	$ 24,000	$
1962	[3]	450.0	450.0	900	900	24,000	
1963	[3]	450.0	450.0	900	900	24,000	
1964	533	597.0	597.0	1,194	1,727	24.000	
1965	598	564.5	564.5	1,129	1,727	23,173	
1966	610	558.5	558.5	1,117	1,727	22,315	
1967	622	552.5	552.5	1,105	1,727	21,425	
1968	635	546.0	546.0	1,092	1,727	20,501	
1969	647	540.0	540.0	1,080	1,727	19,543	
1970	660	534.0	540.0	1,068	1,728	18,549	1,
1971	673	527.0	527.0	1,054	1,727	17,517	1,
1972	687	520.0	520.0	1,040	1,727	16,447	1,
1973	701	513.0	513.0	1,026	1,727	15,337	1,
1974	715	506.0	506.0	1,012	1,727	14,185	1,
1975	729	499.5	499.5	999	1,728	12,990	1,
1976	744	491.5	491.5	983	1,727	11,749	1,
1977	758	484.5	484.5	969	1,727	10,463	1,
1978	774	476.5	476.5	953	1,727	9,128	1,
1979	789	469.0	469.0	938	1,727	7,743	1,
1980	805	461.0	461.0	922	1,727	6,306	1,
1981	821	453.0	453.0	906	1,727	4,815	1,
1982	837	445.0	445.0	890	1,727	3,269	1,
1983	854	436.5	436.5	873	1,727	1,665	1,
Totals	14,192	11,525.0	11,525.0	23,050	37,242		24,

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 2-A

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
20-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

2/ on	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
0	$ 900	$ 900	$ 24,000	$ --	$ 900	$ --
0	900	900	24,000	--	900	--
.0	900	900	24,000	--	900	--
.0	1,194	1,727	24.000	827	900	202
.5	1,129	1,727	23,173	858	869	205
.5	1,117	1,727	22,315	890	837	208
.5	1,105	1,727	21,425	924	803	211
.0	1,092	1,727	20,501	958	769	214
.0	1,080	1,727	19,543	994	733	217
.0	1,068	1,728	18,549	1,032	696	220
.0	1,054	1,727	17,517	1,070	657	223
.0	1,040	1,727	16,447	1,110	617	226
3.0	1,026	1,727	15,337	1,152	575	229
6.0	1,012	1,727	14,185	1,195	532	232
9.5	999	1,728	12,990	1,241	487	235
1.5	983	1,727	11,749	1,286	441	238
4.5	969	1,727	10,463	1,335	392	241
6.5	953	1,727	9,128	1,385	342	244
9.0	938	1,727	7,743	1,437	290	247
1.0	922	1,727	6,306	1,491	236	250
3.0	906	1,727	4,815	1,546	181	253
5.0	890	1,727	3,269	1,604	123	256
6.5	873	1,727	1,665	1,665	62	259
5.0	23,050	37,242		24,000	13,242	4,610

of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959".
o Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 2-B

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
25-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bo Ret
1961	$ 3/	$ 450.0	$ 450.0	$ 900	$ 900	$ 24,000	$
1962	3/	450.0	450.0	900	900	24,000	
1963	3/	450.0	450.0	900	900	24,000	
1964	533	481.5	481.5	963	1,496	24,000	
1965	598	449.0	449.0	898	1,496	23,404	
1966	610	443.0	443.0	886	1,496	22,786	
1967	622	437.0	437.0	874	1,496	22,144	
1968	635	430.5	430.5	861	1,496	21,478	
1969	647	424.5	424.5	849	1,496	20,787	
1970	660	418.0	418.0	836	1,496	20,071	
1971	673	411.5	411.5	823	1,496	19,328	
1972	687	404.5	404.5	809	1,496	18,557	
1973	701	397.5	397.5	795	1,496	17,757	
1974	715	390.5	390.5	781	1,496	16,927	
1975	729	383.5	383.5	767	1,496	16,066	
1976	744	376.0	376.0	752	1,496	15,172	
1977	758	369.0	369.0	738	1,496	14,245	
1978	774	361.0	361.0	722	1,496	13,283	
1979	789	353.5	353.5	707	1,496	12,285	1
1980	805	345.5	345.5	691	1,496	11,250	1
1981	821	337.5	337.5	675	1,496	10,176	1
1982	837	329.5	329.5	659	1,496	9,062	1
1983	854	321.0	321.0	642	1,496	7,906	1
1984	871	312.5	312.5	625	1,496	6,707	1
1985	889	303.5	303.5	607	1,496	5,463	1
1986	906	295.0	295.0	590	1,496	4,172	1
1987	924	286.0	286.0	572	1,496	2,832	1
1988	943	276.5	276.5	553	1,496	1,442	1
Total	$ 18,725	$10,687.5	$ 10,687.5	$ 21,375	$ 40,100		$ 24

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Prop
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 2-B

E SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

/ on	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
0	$ 900	$ 900	$ 24,000	$ - -	$ 900	$ - -
0	900	900	24,000	- -	900	- -
.0	900	900	24,000	- -	900	- -
5	963	1,496	24,000	596	900	202
0	898	1,496	23,404	618	878	205
.0	886	1,496	22,786	642	854	208
.0	874	1,496	22,144	666	830	211
.5	861	1,496	21,478	691	805	214
.5	849	1,496	20,787	716	780	217
0	836	1,496	20,071	743	753	220
	823	1,496	19,328	771	725	223
5	809	1,496	18,557	800	696	226
.5	795	1,496	17,757	830	666	229
.5	781	1,496	16,927	861	635	232
.5	767	1,496	16,066	894	602	235
.0	752	1,496	15,172	927	569	238
.0	738	1,496	14,245	962	534	241
.0	722	1,496	13,283	998	498	244
.5	707	1,496	12,285	1,035	461	247
.5	691	1,496	11,250	1,074	422	250
5	675	1,496	10,176	1,114	382	253
.5	659	1,496	9,062	1,156	340	256
0	642	1,496	7,906	1,199	297	259
5	625	1,496	6,707	1,244	252	262
.5	607	1,496	5,463	1,291	205	265
.0	590	1,496	4,172	1,340	156	268
.0	572	1,496	2,832	1,390	106	271
.5	553	1,496	1,442	1,442	54	274
.5	$ 21,375	$ 40,100		$ 24,000	$ 16,100	$ 5,950

ent of Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959"
% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 2-C

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TO
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls [1]	Subsidy [2] Oregon	Subsidy [2] Washington	Subsidy [2] Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bo Reti
1961	$ [3]	$ 450.0	$ 450.0	$ 900	$ 900	$ 24,000	$
1962	[3]	450.0	450.0	900	900	24,000	
1963	[3]	450.0	450.0	900	900	24,000	
1964	533	406.5	406.5	813	1,346	24,000	
1965	598	374.0	374.0	748	1,346	23,554	
1966	610	368.0	368.0	736	1,346	23,091	
1967	622	362.0	362.0	724	1,346	22,611	
1968	635	355.5	355.5	711	1,346	22,113	
1969	647	349.5	349.5	699	1,346	21,596	
1970	660	343.0	343.0	686	1,346	21,060	
1971	673	336.5	336.5	673	1,346	20,504	
1972	687	329.5	329.5	659	1,346	19,927	
1973	701	322.5	322.5	645	1,346	19,328	
1974	715	315.5	315.5	631	1,346	18,707	
1975	729	309.0	309.0	618	1,347	18,062	
1976	744	301.0	301.0	602	1,346	17,392	
1977	758	294.0	294.0	588	1,346	16,698	
1978	774	286.0	286.0	572	1,346	15,978	
1979	789	278.5	278.5	557	1,346	15,231	
1980	805	270.5	270.5	541	1,346	14,456	
1981	821	262.5	262.5	525	1,346	13,652	
1982	837	254.5	254.5	509	1,346	12,818	
1983	854	246.0	246.0	492	1,346	11,953	
1984	871	237.5	237.5	475	1,346	11,055	
1985	889	229.0	229.0	458	1,347	10,124	
1986	906	220.0	220.0	440	1,346	9,157	1
1987	924	211.0	211.0	422	1,346	8,154	1
1988	943	201.5	201.5	403	1,346	7,114	1
1989	962	192.0	192.0	384	1,346	6,035	1

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 2-C

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$24,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
$ 900	$ 900	$ 24,000	$ --	$ 900	$ --
900	900	24,000	--	900	--
900	900	24,000	--	900	--
813	1,346	24,000	446	900	202
748	1,346	23,554	463	883	205
736	1,346	23,091	480	866	208
724	1,346	22,611	498	848	211
711	1,346	22,113	517	829	214
699	1,346	21,596	536	810	217
686	1,346	21,060	556	790	220
673	1,346	20,504	577	769	223
659	1,346	19,927	599	747	226
645	1,346	19,328	621	725	229
631	1,346	18,707	645	701	232
618	1,347	18,062	670	677	235
602	1,346	17,392	694	652	238
588	1,346	16,698	720	626	241
572	1,346	15,978	747	599	244
557	1,346	15,231	775	571	247
541	1,346	14,456	804	542	250
525	1,346	13,652	834	512	253
509	1,346	12,818	865	481	256
492	1,346	11,953	898	448	259
475	1,346	11,055	931	415	262
458	1,347	10,124	967	380	265
440	1,346	9,157	1,003	343	268
422	1,346	8,154	1,040	306	271
403	1,346	7,114	1,079	267	274
384	1,346	6,035	1,120	226	277

TABLE 2-C

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEG
TOLL BRIDGE
30-Year Amortization Period (Cont.)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bon Retir
1990	$ 981	$ 182.5	$ 182.5	$ 365	$ 1,346	$ 4,915	$ 1,
1991	1,000	173.0	173.0	346	1,346	3,753	1,
1992	1,021	162.5	162.5	325	1,346	2,558	1,
1993	1,041	153.0	153.0	306	1,347	1,298	1,
Total	$ 23,730	$ 9,676.5	$ 9,676.5	$ 19,353	$ 43,083		$ 24,

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

TABLE 2-C

BT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period (Cont.)

2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
$ 365	$ 1,346	$ 4,915	$ 1,162	$ 184	$ 280
346	1,346	3,753	1,205	141	283
325	1,346	2,558	1,250	96	286
306	1,347	1,298	1,298	49	289
$ 19,353	$ 43,083		$ 24,000	$ 19,083	$ 7,365

Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959" Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 3-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER T
20-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls 1/	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls + Subsidy	Bonds Outstanding Beginning of Year	Bo Reti
1961	$ 3/	$ 412.5	$ 412.5	$ 825	$ 825	$ 22,000	$
1962	3/	412.5	412.5	825	825	22,000	
1963	3/	412.5	412.5	825	825	22,000	
1964	417	583.0	583.0	1,166	1,583	22,000	
1965	458	563.0	563.0	1,126	1,584	21,242	
1966	468	557.5	557.5	1,115	1,583	20,455	
1967	478	552.5	552.5	1,105	1,583	19,639	
1968	488	547.5	547.5	1,095	1,583	18,792	
1969	497	543.0	543.0	1,086	1,583	17,914	
1970	507	538.5	538.5	1,077	1,584	17,003	
1971	517	533.0	533.0	1,066	1,583	16,057	
1972	527	528.0	528.0	1,056	1,583	15,076	1
1973	536	523.5	523.5	1,047	1,583	14,058	1
1974	545	519.5	519.5	1,039	1,584	13,002	1
1975	554	514.5	514.5	1,029	1,583	11,906	1
1976	563	510.0	510.0	1,020	1,583	10,769	1
1977	573	505.0	505.0	1,010	1,583	9,590	1
1978	583	500.0	500.0	1,000	1,583	8,367	1
1979	593	495.0	495.0	990	1,583	7,098	1
1980	603	490.5	490.5	981	1,584	5,781	1
1981	613	485.0	485.0	970	1,583	4,414	1
1982	623	480.0	480.0	960	1,583	2,997	1
1983	633	475.0	475.0	950	1,583	1,526	1
Total	10,776	11,681.5	11,681.5	23,363	34,139		22

1/ Source: Coverdale and Colpitts "Report on Traffic, Revenues and Expenses for the Proposed Col
2/ Subsidy prorated 50% to Oregon and 50% to Washington
3/ Construction period

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 3-A
ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
20-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

2/ on	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
.5	$ 825	$ 825	$ 22,000	$ --	$ 825	$ --
.5	825	825	22,000	--	825	--
.5	825	825	22,000	--	825	--
0	1,166	1,583	22,000	758	825	202
.0	1,126	1,584	21,242	787	797	205
.5	1,115	1,583	20,455	816	767	208
.5	1,105	1,583	19,639	847	736	211
.5	1,095	1,583	18,792	878	705	214
.0	1,086	1,583	17,914	911	672	217
.5	1,077	1,584	17,003	946	638	220
.0	1,066	1,583	16,057	981	602	223
.0	1,056	1,583	15,076	1,018	565	226
.5	1,047	1,583	14,058	1,056	527	229
5	1,039	1,584	13,002	1,096	488	232
.5	1,029	1,583	11,906	1,137	446	235
.0	1,020	1,583	10,769	1,179	404	238
.0	1,010	1,583	9,590	1,223	360	241
.0	1,000	1,583	8,367	1,269	314	244
.0	990	1,583	7,098	1,317	266	247
.5	981	1,584	5,781	1,367	217	250
.0	970	1,583	4,414	1,417	166	253
.0	960	1,583	2,997	1,471	112	256
.0	950	1,583	1,526	1,526	57	259
.5	23,363	34,139		22,000	12,139	4,610

on Traffic, Revenues and Expenses for the Proposed Columbia River Bridge...., November, 1958"
to Washington

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 3-B
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
25-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3 / 4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	B Re
1961	$ 3/	$ 412.5	$ 412.5	$ 825	$ 825	$ 22,000	$
1962	3/	412.5	412.5	825	825	22,000	
1963	3/	412.5	412.5	825	825	22,000	
1964	417	477.0	477.0	954	1,371	22,000	
1965	458	457.0	457.0	914	1,372	21,454	
1966	468	451.5	451.5	903	1,371	20,887	
1967	478	446.5	446.5	893	1,371	20,299	
1968	488	441.5	441.5	883	1,371	19,689	
1969	497	437.5	437.5	875	1,372	19,056	
1970	507	432.0	432.0	864	1,371	18,399	
1971	517	427.0	427.0	854	1,371	17,718	
1972	527	422.0	422.0	844	1,371	17,011	
1973	536	417.5	417.5	835	1,371	16,278	
1974	545	413.0	413.0	826	1,371	15,517	
1975	554	408.5	408.5	817	1,371	14,728	
1976	563	404.5	404.5	809	1,372	13,909	
1977	573	399.0	399.0	798	1,371	13,059	
1978	583	394.5	394.5	789	1,372	12,178	
1979	593	389.0	389.0	778	1,371	11,263	
1980	603	384.5	384.5	769	1,372	10,314	
1981	613	379.0	379.0	758	1,371	9,329	
1982	623	374.0	374.0	748	1,371	8,307	
1983	633	369.0	369.0	738	1,371	7,247	
1984	643	364.5	364.5	729	1,372	6,148	
1985	654	358.5	358.5	717	1,371	5,007	
1986	665	353.0	353.0	706	1,371	3,824	
1987	676	347.5	347.5	695	1,371	2,596	
1988	687	342.5	342.5	685	1,372	1,322	
Total	$ 14,101	$ 11,328.0	$ 11,328.0	$ 22,656	$ 36,757		$

1/ Source: Coverdale and Colpitts "Report on Traffic, Revenues and Expenses for the Proposed Col
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 3-B

CE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3 / 4 Percent
(Amounts shown are in thousands of dollars)

y 2/ ngton	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
12.5	$ 825	$ 825	$ 22,000	$ - -	$ 825	$ - -
12.5	825	825	22,000	- -	825	- -
12.5	825	825	22,000	- -	825	- -
7.0	954	1,371	22,000	546	825	202
57.0	914	1,372	21,454	567	805	205
51.5	903	1,371	20,887	588	783	208
46.5	893	1,371	20,299	610	761	211
41.5	883	1,371	19,689	633	738	214
37.5	875	1,372	19,056	657	715	217
32.0	864	1,371	18,399	681	690	220
27.0	854	1,371	17,718	707	664	223
22.0	844	1,371	17,011	733	638	226
7.5	835	1,371	16,278	761	610	229
13.0	826	1,371	15,517	789	582	232
08.5	817	1,371	14,728	819	552	235
04.5	809	1,372	13,909	850	522	238
99.0	798	1,371	13,059	881	490	241
94.5	789	1,372	12,178	915	457	244
89.0	778	1,371	11,263	949	422	247
84.5	769	1,372	10,314	985	387	250
79.0	758	1,371	9,329	1,022	349	253
74.0	748	1,371	8,307	1,060	311	256
69.0	738	1,371	7,247	1,099	272	259
64.5	729	1,372	6,148	1,141	231	262
58.5	717	1,371	5,007	1,183	188	265
53.0	706	1,371	3,824	1,228	143	268
47.5	695	1,371	2,596	1,274	97	271
42.5	685	1,372	1,322	1,322	50	274
28.0	$ 22,656	$ 36,757		$ 22,000	$ 14,757	$ 5,950

on Traffic, Revenues and Expenses for the Proposed Columbia River Bridge...., November, 1958"
to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 3-C
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bond Retir
1961	$ 3/	$ 412.5	$ 412.5	$ 825	$ 825	$ 22,000	$
1962	3/	412.5	412.5	825	825	22,000	
1963	3/	412.5	412.5	825	825	22,000	
1964	417	408.5	408.5	817	1,234	22,000	4
1965	458	388.0	388.0	776	1,234	21,591	4
1966	468	383.0	383.0	766	1,234	21,167	4
1967	478	378.0	378.0	756	1,234	20,727	4
1968	488	373.0	373.0	746	1,234	20,270	4
1969	497	368.5	368.5	737	1,234	19,796	4
1970	507	363.5	363.5	727	1,234	19,304	5
1971	517	358.5	358.5	717	1,234	18,794	5
1972	527	353.5	353.5	707	1,234	18,265	5
1973	536	349.0	349.0	698	1,234	17,716	5
1974	545	344.5	344.5	689	1,234	17,146	5
1975	554	339.5	339.5	679	1,233	16,555	6
1976	563	335.5	335.5	671	1,234	15,943	6
1977	573	330.5	330.5	661	1,234	15,307	6
1978	583	325.5	325.5	651	1,234	14,647	6
1979	593	320.5	320.5	641	1,234	13,962	7
1980	603	315.5	315.5	631	1,234	13,252	7
1981	613	310.5	310.5	621	1,234	12,515	7
1982	623	305.5	305.5	611	1,234	11,750	7
1983	633	300.5	300.5	601	1,234	10,957	8
1984	643	295.5	295.5	591	1,234	10,134	8
1985	654	290.0	290.0	580	1,234	9,280	8
1986	665	284.5	284.5	569	1,234	8,394	9
1987	676	279.0	279.0	558	1,234	7,475	9
1988	687	273.5	273.5	547	1,234	6,521	9
1989	698	268.0	268.0	536	1,234	5,532	1,0

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 3-C

CE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
0-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

2/ ton	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
2.5	$ 825	$ 825	$ 22,000	$ --	$ 825	$ --
2.5	825	825	22,000	--	825	--
.5	825	825	22,000	--	825	--
.5	817	1,234	22,000	409	825	202
8.0	776	1,234	21,591	424	810	205
3.0	766	1,234	21,167	440	794	208
8.0	756	1,234	20,727	457	777	211
3.0	746	1,234	20,270	474	760	214
8.5	737	1,234	19,796	492	742	217
3.5	727	1,234	19,304	510	724	220
8.5	717	1,234	18,794	529	705	223
.5	707	1,234	18,265	549	685	226
.0	698	1,234	17,716	570	664	229
4.5	689	1,234	17,146	591	643	232
9.5	679	1,233	16,555	612	621	235
5.5	671	1,234	15,943	636	598	238
0.5	661	1,234	15,307	660	574	241
5.5	651	1,234	14,647	685	549	244
0.5	641	1,234	13,962	710	524	247
5.5	631	1,234	13,252	737	497	250
0.5	621	1,234	12,515	765	469	253
5.5	611	1,234	11,750	793	441	256
0.5	601	1,234	10,957	823	411	259
5.5	591	1,234	10,134	854	380	262
0.0	580	1,234	9,280	886	348	265
4.5	569	1,234	8,394	919	315	268
9.0	558	1,234	7,475	954	280	271
3.5	547	1,234	6,521	989	245	274
8.0	536	1,234	5,532	1,027	207	277

TABLE 3-C
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER T
30-Year Amortization Period

Year	Gross Income from Tolls 1/	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bo Ret
1990	$ 709	$ 262.5	$ 262.5	$ 525	$ 1,234	$ 4,505	$
1991	721	256.5	256.5	513	1,234	3,440	
1992	733	250.5	250.5	501	1,234	2,335	
1993	745	244.0	244.0	488	1,233	1,189	
	$ 17,707	$ 10,893.0	$ 10,893.0	$ 21,786	$ 39,493		$ 2

1/ Source: Coverdale and Colpitts "Report on Traffic, Revenues and Expenses for the Proposed Colum
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

TABLE 3-C

RVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period

h	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
5	$ 525	$ 1,234	$ 4,505	$ 1,065	$ 169	$ 280
	513	1,234	3,440	1,105	129	283
5	501	1,234	2,335	1,146	88	286
	488	1,233	1,189	1,189	44	289
	$ 21,786	$ 39,493		$ 22,000	$ 17,493	$ 7,365

raffic, Revenues and Expenses for the Proposed Columbia River Bridge...., November, 1958"
Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 4-A
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls 1/	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bo Ret
1961	$ 3/	$ 412.5	$ 412.5	$ 825	$ 825	$ 22,000	$
1962	3/	412.5	412.5	825	825	22,000	
1963	3/	412.5	412.5	825	825	22,000	
1964	533	525.0	525.0	1,050	1,583	22,000	
1965	598	493.0	493.0	986	1,584	21,242	
1966	610	486.5	486.5	973	1,583	20,455	
1967	622	480.5	480.5	961	1,583	19,639	
1968	635	474.0	474.0	948	1,583	18,792	
1969	647	468.0	468.0	936	1,583	17,914	
1970	660	462.0	462.0	924	1,584	17,003	
1971	673	455.0	455.0	910	1,583	16,057	
1972	687	448.0	448.0	896	1,583	15,076	1,
1973	701	441.0	441.0	882	1,583	14,058	1,
1974	715	434.5	434.5	869	1,584	13,002	1,
1975	729	427.0	427.0	854	1,583	11,906	1,
1976	744	419.5	419.5	839	1,583	10,769	1,
1977	758	412.5	412.5	825	1,583	9,590	1,
1978	774	404.5	404.5	809	1,583	8,367	1,
1979	789	397.0	397.0	794	1,583	7,098	1,
1980	805	389.5	389.5	779	1,584	5,781	1,
1981	821	381.0	381.0	762	1,583	4,414	1,
1982	837	373.0	373.0	746	1,583	2,997	1,
1983	854	364.5	364.5	729	1,583	1,526	1,
Total	$ 14,192	$ 9,973.5	$ 9,973.5	$ 19,947	$ 34,139		$ 22,

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 4-A

CE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

dy 2/ on	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
5	$ 825	$ 825	$ 22,000	$ --	$ 825	$ --
5	825	825	22,000	--	825	--
5	825	825	22,000	--	825	--
0	1,050	1,583	22,000	758	825	202
0	986	1,584	21,242	787	797	205
5	973	1,583	20,455	816	767	208
5	961	1,583	19,639	847	736	211
0	948	1,583	18,792	878	705	214
0	936	1,583	17,914	911	672	217
0	924	1,584	17,003	946	638	220
0	910	1,583	16,057	981	602	223
0	896	1,583	15,076	1,018	565	226
0	882	1,583	14,058	1,056	527	229
5	869	1,584	13,002	1,096	488	232
0	854	1,583	11,906	1,137	446	235
5	839	1,583	10,769	1,179	404	238
5	825	1,583	9,590	1,223	360	241
5	809	1,583	8,367	1,269	314	244
0	794	1,583	7,098	1,317	266	247
5	779	1,584	5,781	1,367	217	250
0	762	1,583	4,414	1,417	166	253
0	746	1,583	2,997	1,471	112	256
5	729	1,583	1,526	1,526	57	259
5	$ 19,947	$ 34,139		$ 22,000	$ 12,139	$ 4,610

Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959" Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 4-B
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B
25-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bo Ret
1961	$ 3/	$ 412.5	$ 412.5	$ 825	$ 825	$ 22,000	$
1962	3/	412.5	412.5	825	825	22,000	
1963	3/	412.5	412.5	825	825	22,000	
1964	533	419.0	419.0	838	1,371	22,000	
1965	598	387.0	387.0	774	1,372	21,454	
1966	610	380.5	380.5	761	1,371	20,887	
1967	622	374.5	374.5	749	1,371	20,299	
1968	635	368.0	368.0	736	1,371	19,689	
1969	647	362.5	362.5	725	1,372	19,056	
1970	660	355.5	355.5	711	1,371	18,399	
1971	673	349.0	349.0	698	1,371	17,718	
1972	687	342.0	342.0	684	1,371	17,011	
1973	701	335.0	335.0	670	1,371	16,278	
1974	715	328.0	328.0	656	1,371	15,517	
1975	729	321.0	321.0	642	1,371	14,728	
1976	744	314.0	314.0	628	1,372	13,909	
1977	758	306.5	306.5	613	1,371	13,059	
1978	774	299.0	299.0	598	1,372	12,178	
1979	789	291.0	291.0	582	1,371	11,263	
1980	805	283.5	283.5	567	1,372	10,314	
1981	821	275.0	275.0	550	1,371	9,329	1
1982	837	267.0	267.0	534	1,371	8,307	1
1983	854	258.5	258.5	517	1,371	7,247	1
1984	871	250.5	250.5	501	1,372	6,148	1
1985	889	241.0	241.0	482	1,371	5,007	1
1986	906	232.5	232.5	465	1,371	3,824	1
1987	924	223.5	223.5	447	1,371	2,596	1
1988	943	214.5	214.5	429	1,372	1,322	1
Total	$ 18,725	$ 9,016.0	$ 9,016.0	$18,032	$ 36,757		$ 22

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Propose
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 4-B

E SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

2/ gton	Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
.5	$ 825	$ 825	$ 22,000	$ --	$ 825	$ --
.5	825	825	22,000	--	825	--
.5	825	825	22,000	--	825	--
.0	838	1,371	22,000	546	825	202
.0	774	1,372	21,454	567	805	205
.5	761	1,371	20,887	588	783	208
.5	749	1,371	20,299	610	761	211
.0	736	1,371	19,689	633	738	214
.5	725	1,372	19,056	657	715	217
.5	711	1,371	18,399	681	690	220
.0	698	1,371	17,718	707	664	223
.0	684	1,371	17,011	733	638	226
.0	670	1,371	16,278	761	610	229
.0	656	1,371	15,517	789	582	232
.0	642	1,371	14,728	819	552	235
.0	628	1,372	13,909	850	522	238
.5	613	1,371	13,059	881	490	241
.0	598	1,372	12,178	915	457	244
.0	582	1,371	11,263	949	422	247
.5	567	1,372	10,314	985	387	250
.0	550	1,371	9,329	1,022	349	253
.0	534	1,371	8,307	1,060	311	256
.5	517	1,371	7,247	1,099	272	259
.5	501	1,372	6,148	1,141	231	262
.0	482	1,371	5,007	1,183	188	265
.5	465	1,371	3,824	1,228	143	268
.5	447	1,371	2,596	1,274	97	271
5	429	1,372	1,322	1,322	50	274
.0	$18,032	$ 36,757		$ 22,000	$ 14,757	$ 5,950

f Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959"
Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

TABLE 4-C
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bon Reti
1961	$ 3/	$ 412.5	$ 412.5	$ 825	$ 825	$ 22,000	$ -
1962	3/	412.5	412.5	825	825	22,000	-
1963	3/	412.5	412.5	825	825	22,000	-
1964	533	350.5	350.5	701	1,234	22,000	4
1965	598	318.0	318.0	636	1,234	21,591	4
1966	610	312.0	312.0	624	1,234	21,167	4
1967	622	306.0	306.0	612	1,234	20,727	4
1968	635	299.5	299.5	599	1,234	20,270	4
1969	647	293.5	293.5	587	1,234	19,796	4
1970	660	287.0	287.0	574	1,234	19,304	5
1971	673	280.5	280.5	561	1,234	18,794	5
1972	687	273.5	273.5	547	1,234	18,265	5
1973	701	266.5	266.5	533	1,234	17,716	5
1974	715	259.5	259.5	519	1,234	17,146	5
1975	729	252.0	252.0	504	1,233	16,555	6
1976	744	245.0	245.0	490	1,234	15,943	6
1977	758	238.0	238.0	476	1,234	15,307	6
1978	774	230.0	230.0	460	1,234	14,647	6
1979	789	222.5	222.5	445	1,234	13,962	7
1980	805	214.5	214.5	429	1,234	13,252	7
1981	821	206.5	206.5	413	1,234	12,515	7
1982	837	198.5	198.5	397	1,234	11,750	7
1983	854	190.0	190.0	380	1,234	10,957	8
1984	871	181.5	181.5	363	1,234	10,134	8
1985	889	172.5	172.5	345	1,234	9,280	8
1986	906	164.0	164.0	328	1,234	8,394	9
1987	924	155.0	155.0	310	1,234	7,475	9
1988	943	145.5	145.5	291	1,234	6,521	9
1989	962	136.0	136.0	272	1,234	5,532	1,

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
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TABLE 4-C

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$22,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
$ 825	$ 825	$ 22,000	$ - -	$ 825	$ - -
825	825	22,000	- -	825	- -
825	825	22,000	- -	825	- -
701	1,234	22,000	409	825	202
636	1,234	21,591	424	810	205
624	1,234	21,167	440	794	208
612	1,234	20,727	457	777	211
599	1,234	20,270	474	760	214
587	1,234	19,796	492	742	217
574	1,234	19,304	510	724	220
561	1,234	18,794	529	705	223
547	1,234	18,265	549	685	226
533	1,234	17,716	570	664	229
519	1,234	17,146	591	643	232
504	1,233	16,555	612	621	235
490	1,234	15,943	636	598	238
476	1,234	15,307	660	574	241
460	1,234	14,647	685	549	244
445	1,234	13,962	710	524	247
429	1,234	13,252	737	497	250
413	1,234	12,515	765	469	253
397	1,234	11,750	793	441	256
380	1,234	10,957	823	411	259
363	1,234	10,134	854	380	262
345	1,234	9,280	886	348	265
328	1,234	8,394	919	315	268
310	1,234	7,475	954	280	271
291	1,234	6,521	989	245	274
272	1,234	5,532	1,027	207	277

TABLE 4-C (Cont.)
DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER
30-Year Amortization Period

Year	Gross Income 1/ from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bon Reti
1990	$ 981	$ 126.5	$ 126.5	$ 253	$ 1,234	$ 4,505	$ 1,0
1991	1,000	117.0	117.0	234	1,234	3,440	1,1
1992	1,021	106.5	106.5	213	1,234	2,335	1,1
1993	1,041	96.0	96.0	192	1,233	1,189	1,1
Total	$ 23,730	$ 7,881.5	$ 7,881.5	$ 15,763	$ 39,493	$	$ 22,0

1/ Source: State of Washington, Department of Highways, Planning Division, "Report on the Proposed
2/ Subsidy prorated 50% to Oregon and 50% to Washington.
3/ Construction period.

TABLE 4-C (Cont.)
SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period

Total	Income from Tolls Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment	Maint. & Operating Expenses from Highway Funds ½ from each State
$ 253	$ 1,234	$ 4,505	$ 1,065	$ 169	$ 280
234	1,234	3,440	1,105	129	283
213	1,234	2,335	1,146	88	286
192	1,233	1,189	1,189	44	289
$ 15,763	$ 39,493	$	$ 22,000	$ 17,493	$ 7,365

Highways, Planning Division, "Report on the Proposed Astoria-Megler Toll Bridge, May, 1959"
Washington.

F-003-1(16) Astoria Br. Steel Super- 1963
structure, Columbia River Br.
#6268 Folder # 4

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1960

SUBJECT: Proposed Astoria-Megler Bridge
Debt Service Schedule

To: G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In accordance with your verbal request to Mr. R. C. Blensly of August 17, 1960, we have prepared the attached Debt Service Schedules for the proposed Astoria-Megler Toll Bridge.

These schedules use the gross income from tolls shown in the report of May, 1959 of the Washington Department of Highways, Planning Division. The schedules are based on a $25,000,000 bond issue at three and three-fourths percent interest for amortization periods of 20, 25, and 30 years.

F. B. Crandall
Traffic Engineer

WJB:mp
Attachments

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OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLE

20-Year Amortization Period - Level Debt Ser
$25,000,000 Bond Issue at 3 3/4 Percent

(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls 1/	Maint. & Operating Expense	Net Income from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tol and Subsi
1964	$ 533	$ 202	$ 331	$ 1,101	$ 367	$ 1,468	$ 1,79
1965	598	205	393	1,054	352	1,406	"
1966	610	208	402	1,048	349	1,397	"
1967	622	211	411	1,041	347	1,388	"
1968	635	214	421	1,034	344	1,378	"
1969	647	217	430	1,027	342	1,369	"
1970	660	220	440	1,019	340	1,359	"
1971	673	223	450	1,012	337	1,349	"
1972	687	226	461	1,004	334	1,338	"
1973	701	229	472	995	332	1,327	"
1974	715	232	483	987	329	1,316	"
1975	729	235	494	979	326	1,305	"
1976	744	238	506	970	323	1,293	"
1977	758	241	517	961	321	1,282	"
1978	774	244	530	952	317	1,269	"
1979	789	247	542	943	314	1,257	"
1980	805	250	555	933	311	1,244	"
1981	821	253	568	923	308	1,231	"
1982	837	256	581	913	305	1,218	"
1983	854	259	595	903	301	1,204	"
Total	$ 14,192	$ 4,610	$ 9,582	$ 19,799	$ 6,599	$ 26,398	$ 35,98

1/ Income from State of Washington, Department of Highways, Planning Division, report May, 1959.
2/ Subsidy prorated 75% to Oregon and 25% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

20-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent

(Amounts shown are in thousands of dollars)

Subsidy 2/			Income from Tolls and Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 1,101	$ 367	$ 1,468	$ 1,799	$ 25,000	$ 862	$ 93.
1,054	352	1,406	"	24,138	894	905
1,048	349	1,397	"	23,244	927	872
1,041	347	1,388	"	22,317	962	837
1,034	344	1,378	"	21,355	998	801
1,027	342	1,369	"	20,357	1,036	763
1,019	340	1,359	"	19,321	1,074	725
1,012	337	1,349	"	18,247	1,115	684
1,004	334	1,338	"	17,132	1,157	642
995	332	1,327	"	15,975	1,200	599
987	329	1,316	"	14,775	1,245	554
979	326	1,305	"	13,530	1,292	507
970	323	1,293	"	12,238	1,340	459
961	321	1,282	"	10,898	1,390	409
952	317	1,269	"	9,508	1,442	357
943	314	1,257	"	8,066	1,497	30[illegible]
933	311	1,244	"	6,569	1,553	24.
923	308	1,231	"	5,016	1,611	188
913	305	1,218	"	3,405	1,671	128
903	301	1,204	"	1,734	1,734	65
$ 19,799	$ 6,599	$ 26,398	$ 35,980		$ 25,000	$ 10,980

[illegible]t of Highways, Planning Division, report May, 1959.
[illegible]Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TO

25-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls 1/	Maint. & Operating Expense	Net Income from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tol and Subs
1964	$ 533	$ 202	$ 331	$ 920	$ 307	$ 1,227	$ 1,55
1965	598	205	393	874	291	1,165	"
1966	610	208	402	867	289	1,156	"
1967	622	211	411	860	287	1,147	"
1968	635	214	421	853	284	1,137	"
1969	647	217	430	846	282	1,128	"
1970	660	220	440	838	280	1,118	"
1971	673	223	450	831	277	1,108	"
1972	687	226	461	823	274	1,097	"
1973	701	229	472	814	272	1,086	"
1974	715	232	483	806	269	1,075	"
1975	729	235	494	798	266	1,064	"
1976	744	238	506	789	263	1,052	"
1977	758	241	517	781	260	1,041	"
1978	774	244	530	771	257	1,028	"
1979	789	247	542	762	254	1,016	"
1980	805	250	555	752	251	1,003	"
1981	821	253	568	743	247	990	"
1982	837	256	581	733	244	977	"
1983	854	259	595	722	241	963	"
1984	871	262	609	712	237	949	"
1985	889	265	624	700	234	934	"
1986	906	268	638	690	230	920	"
1987	924	271	653	679	226	905	"
1988	943	274	669	667	222	889	"
Total	18,725	5,950	12,775	19,631	6,544	26,175	38,95

1/ Income from State of Washington, Department of Highways, Planning Division, report May, 1959.
2/ Subsidy prorated 75% to Oregon and 25% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

VICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

25-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

s	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls and Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	$ 920	$ 307	$ 1,227	$ 1,558	$ 25,000	$ 621	$ 937
	874	291	1,165	"	24,379	644	91
	867	289	1,156	"	23,735	668	890
	860	287	1,147	"	23,067	693	865
	853	284	1,137	"	22,374	720	838
	846	282	1,128	"	21,654	746	812
	838	280	1,118	"	20,908	774	784
	831	277	1,108	"	20,134	803	755
	823	274	1,097	"	19,330	834	724
	814	272	1,086	"	18,497	864	694
	806	269	1,075	"	17,633	897	661
	798	266	1,064	"	16,736	931	627
	789	263	1,052	"	15,805	966	592
	781	260	1,041	"	14,839	1,002	556
	771	257	1,028	"	13,837	1,039	519
	762	254	1,016	"	12,798	1,078	480
	752	251	1,003	"	11,720	1,119	439
	743	247	990	"	10,601	1,161	39
	733	244	977	"	9,440	1,204	354
	722	241	963	"	8,236	1,250	309
	712	237	949	"	6,986	1,296	262
	700	234	934	"	5,690	1,345	213
	690	230	920	"	4,345	1,395	163
	679	226	905	"	2,950	1,448	110
	667	222	889	"	1,502	1,502	56
	19,631	6,544	26,175	38,950		25,000	13,950

nt of Highways, Planning Division, report May, 1959.
Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER T

30-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls 1/	Maint. & Operating Expense	Net Income from Tolls	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tol and Subs
1964	$ 533	$ 202	$ 331	$ 803	$ 268	$ 1,071	$ 1,4
1965	598	205	393	757	252	1,009	"
1966	610	208	402	750	250	1,000	"
1967	622	211	411	743	248	991	"
1968	635	214	421	736	245	981	"
1969	647	217	430	729	243	972	"
1970	660	220	440	721	241	962	"
1971	673	223	450	714	238	952	"
1972	687	226	461	706	235	941	"
1973	701	229	472	697	233	930	"
1974	715	232	483	689	230	919	"
1975	729	235	494	681	227	908	"
1976	744	238	506	672	224	896	"
1977	758	241	517	664	221	885	"
1978	774	244	530	654	218	872	"
1979	789	247	542	645	215	860	"
1980	805	250	555	635	212	847	"
1981	821	253	568	625	209	834	"
1982	837	256	581	616	205	821	"
1983	854	259	595	605	202	807	"
1984	871	262	609	595	198	793	"
1985	889	265	624	584	194	778	"
1986	906	268	638	573	191	764	"
1987	924	271	653	562	187	749	"
1988	943	274	669	550	183	733	"
1989	962	277	685	538	179	717	"
1990	981	280	701	526	175	701	"
1991	1,000	283	717	514	171	685	"
1992	1,021	286	735	500	167	667	"
1993	1,041	289	752	487	163	650	"
Total	23,730	7,365	16,365	19,271	6,424	25,695	42,0

1/ Income from State of Washington, Department of Highways, Planning Division, report May, 195
2/ Subsidy prorated 75% to Oregon and 25% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE
30-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

s	Subsidy 2/ Oregon	Subsidy 2/ Washington	Subsidy 2/ Total	Income from Tolls and Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
	$ 803	$ 268	$ 1,071	$ 1,402	$ 25,000	$ 465	$ 937
	757	252	1,009	"	24,535	482	920
	750	250	1,000	"	24,053	500	90
	743	248	991	"	23,553	519	88
	736	245	981	"	23,034	538	864
	729	243	972	"	22,496	559	843
	721	241	962	"	21,937	580	822
	714	238	952	"	21,357	601	801
	706	235	941	"	20,756	624	778
	697	233	930	"	20,132	647	755
	689	230	919	"	19,485	671	731
	681	227	908	"	18,814	697	705
	672	224	896	"	18,117	723	679
	664	221	885	"	17,394	750	652
	654	218	872	"	16,644	778	624
	645	215	860	"	15,866	807	595
	635	212	847	"	15,059	838	565
	625	209	834	"	14,221	869	533
	616	205	821	"	13,352	901	50
	605	202	807	"	12,451	935	46
	595	198	793	"	11,516	971	432
	584	194	778	"	10,545	1,007	395
	573	191	764	"	9,538	1,044	358
	562	187	749	"	8,494	1,084	318
	550	183	733	"	7,410	1,124	278
	538	179	717	"	6,286	1,166	236
	526	175	701	"	5,120	1,210	192
	514	171	685	"	3,910	1,256	146
	500	167	667	"	2,654	1,303	99
	487	163	650	"	1,351	1,351	51
	19,271	6,424	25,695	42,060		25,000	17,060

ment of Highways, Planning Division, report May, 1959.
o Washington.

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1960

SUBJECT: Debt Service Schedules
Proposed Astoria-Megler Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In compliance with your verbal request, we have prepared the attached Debt Service Schedules for the proposed Astoria-Megler Toll Bridge based on a $25,000,000 bond issue at three and three-fourths percent interest, with a level debt service pay out plan. Schedules have been prepared for amortization periods of 20, 25, and 30 years, with the required annual subsidy prorated 75 percent to Oregon and 25 percent to Washington.

The estimated amounts of toll income and maintenance and operating expenses used in developing these schedules were taken from the 1958 Coverdale and Colpitts Report. We have reviewed more closely the critical items of this report in view of the findings contained in the report of May, 1959 prepared by the Washington Department of Highways, Planning Division, and conclude that although traffic and revenue estimates made by Coverdale and Colpitts are very conservative, they are not unrealistic. Furthermore, since these estimates probably represent the worst condition which can reasonably be anticipated, we feel that they should serve as the basis for analyses dealing with the financing problem presented by the project.

F. B. Crandall
Traffic Engineer

RLS:mp
Attachments

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OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL B

20-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent

(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls	Maint. & Operating Expense	Net Income from Tolls	Subsidy 1/ Oregon	Subsidy 1/ Washington	Subsidy 1/ Total	Income from Tolls and Subsid
1964	$ 417	$ 202	$ 215	$ 1,188	$ 396	$ 1,584	$ 1,799
1965	458	205	253	1,160	386	1,546	"
1966	468	208	260	1,154	385	1,539	"
1967	478	211	267	1,149	383	1,532	"
1968	488	214	274	1,144	381	1,525	"
1969	497	217	280	1,139	380	1,519	"
1970	507	220	287	1,134	378	1,512	"
1971	517	223	294	1,129	376	1,505	"
1972	527	226	301	1,124	374	1,498	"
1973	536	229	307	1,119	373	1,492	"
1974	545	232	313	1,114	372	1,486	"
1975	554	235	319	1,110	370	1,480	"
1976	563	238	325	1,106	368	1,474	"
1977	573	241	332	1,100	367	1,467	"
1978	583	244	339	1,095	365	1,460	"
1979	593	247	346	1,090	363	1,453	"
1980	603	250	353	1,084	362	1,446	"
1981	613	253	360	1,079	360	1,439	"
1982	623	256	367	1,074	358	1,432	"
1983	633	259	374	1,069	356	1,425	"
Total	10,776	4,610	6,166	22,361	7,453	29,814	35,980

1/ Subsidy prorated 75% to Oregon and 25% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent

(Amounts shown are in thousands of dollars)

Subsidy 1/			Income from Tolls and Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 1,188	$ 396	$ 1,584	$ 1,799	$ 25,000	$ 862	$ 937
1,160	386	1,546	"	24,138	894	905
1,154	385	1,539	"	23,244	927	872
1,149	383	1,532	"	22,317	962	837
1,144	381	1,525	"	21,355	998	801
1,139	380	1,519	"	20,357	1,036	763
1,134	378	1,512	"	19,321	1,074	725
1,129	376	1,505	"	18,247	1,115	684
1,124	374	1,498	"	17,132	1,157	642
1,119	373	1,492	"	15,975	1,200	599
1,114	372	1,486	"	14,775	1,245	554
1,110	370	1,480	"	13,530	1,292	507
1,106	368	1,474	"	12,238	1,340	459
1,100	367	1,467	"	10,898	1,390	40[illegible]
1,095	365	1,460	"	9,508	1,442	35[illegible]
1,090	363	1,453	"	8,066	1,497	302
1,084	362	1,446	"	6,569	1,553	246
1,079	360	1,439	"	5,016	1,611	188
1,074	358	1,432	"	3,405	1,671	128
1,069	356	1,425	"	1,734	1,734	65
22,361	7,453	29,814	35,980	- -	25,000	10, 980

[illegible]5% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL

25-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent

(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls	Maint. & Operating Expense	Net Income from Tolls	Subsidy 1/ Oregon	Subsidy 1/ Washington	Subsidy 1/ Total	Income from Tolls and Subsidy
1964	$ 417	$ 202	$ 215	$ 1,007	$ 336	$ 1,343	$ 1,558
1965	458	205	253	979	326	1,305	"
1966	468	208	260	974	324	1,298	"
1967	478	211	267	968	323	1,291	"
1968	488	214	274	963	321	1,284	"
1969	497	217	280	958	320	1,278	"
1970	507	220	287	953	318	1,271	"
1971	517	223	294	948	316	1,264	"
1972	527	226	301	943	314	1,257	"
1973	536	229	307	938	313	1,251	"
1974	545	232	313	934	311	1,245	"
1975	554	235	319	929	310	1,239	"
1976	563	238	325	925	308	1,233	"
1977	573	241	332	920	306	1,226	"
1978	583	244	339	914	305	1,219	"
1979	593	247	346	909	303	1,212	"
1980	603	250	353	904	301	1,205	"
1981	613	253	360	898	300	1,198	"
1982	623	256	367	893	298	1,191	"
1983	633	259	374	888	296	1,184	"
1984	643	262	381	883	294	1,177	"
1985	654	265	389	877	292	1,169	"
1986	665	268	397	871	290	1,161	"
1987	676	271	405	865	288	1,153	"
1988	687	274	413	859	286	1,145	"
Total	14,101	5,950	8,151	23,100	7,699	30,799	38,950

1/ Subsidy prorated 75% to Oregon and 25% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

ICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

5-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent

(Amounts shown are in thousands of dollars)

Subsidy 1/			Income from Tolls and Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 1,007	$ 336	$ 1,343	$ 1,558	$ 25,000	$ 621	$ 937
979	326	1,305	"	24,379	644	914
974	324	1,298	"	23,735	668	890
968	323	1,291	"	23,067	693	865
963	321	1,284	"	22,374	720	838
958	320	1,278	"	21,654	746	812
953	318	1,271	"	20,908	774	784
948	316	1,264	"	20,134	803	755
943	314	1,257	"	19,330	834	724
938	313	1,251	"	18,497	864	694
934	311	1,245	"	17,633	897	661
929	310	1,239	"	16,736	931	627
925	308	1,233	"	15,805	966	592
920	306	1,226	"	14,839	1,002	55[illegible]
914	305	1,219	"	13,837	1,039	51[illegible]
909	303	1,212	"	12,798	1,078	480
904	301	1,205	"	11,720	1,119	439
898	300	1,198	"	10,601	1,161	397
893	298	1,191	"	9,440	1,204	354
888	296	1,184	"	8,236	1,250	309
883	294	1,177	"	6,986	1,296	262
877	292	1,169	"	5,690	1,345	213
871	290	1,161	"	4,345	1,395	163
865	288	1,153	"	2,950	1,448	110
859	286	1,145	"	1,502	1,502	56
23,100	7,699	30,799	38,950	- -	25,000	13,950

[illegible]% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

DEBT SERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER
30-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Year	Gross Income from Tolls	Maint. & Operating Expense	Net Income from Tolls	Subsidy 1/ Oregon	Subsidy 1/ Washington	Subsidy 1/ Total	Income from To and Subsi
1964	$ 417	$ 202	$ 215	$ 890	$ 297	$ 1,187	$ 1,402
1965	458	205	253	862	287	1,149	"
1966	468	208	260	856	286	1,142	"
1967	478	211	267	851	284	1,135	"
1968	488	214	274	846	282	1,128	"
1969	497	217	280	842	280	1,122	"
1970	507	220	287	836	279	1,115	"
1971	517	223	294	831	277	1,108	"
1972	527	226	301	826	275	1,101	"
1973	536	229	307	821	274	1,095	"
1974	545	232	313	817	272	1,089	"
1975	554	235	319	812	271	1,083	"
1976	563	238	325	808	269	1,077	"
1977	573	241	332	802	268	1,070	"
1978	583	244	339	797	266	1,063	"
1979	593	247	346	792	264	1,056	"
1980	603	250	353	787	262	1,049	"
1981	613	253	360	782	260	1,042	"
1982	623	256	367	776	259	1,035	"
1983	633	259	374	771	257	1,028	"
1984	643	262	381	766	255	1,021	"
1985	654	265	389	760	253	1,013	"
1986	665	268	397	754	251	1,005	"
1987	676	271	405	748	249	997	"
1988	687	274	413	742	247	989	"
1989	698	277	421	736	245	981	"
1990	709	280	429	730	243	973	"
1991	721	283	438	723	241	964	"
1992	733	286	447	716	239	955	"
1993	745	289	456	710	236	946	"
Total	17,707	7,365	10,342	23,790	7,928	31,718	42,06

1/ Subsidy prorated 75% to Oregon and 25% to Washington.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
August, 1960

ERVICE SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

30-Year Amortization Period - Level Debt Service
$25,000,000 Bond Issue at 3 3/4 Percent
(Amounts shown are in thousands of dollars)

Subsidy 1/			Income from Tolls and Subsidy	Bonds Outstanding Beginning of Year	Bonds Retired	Interest Payment
Oregon	Washington	Total				
$ 890	$ 297	$ 1,187	$ 1,402	$ 25,000	$ 465	$ 937
862	287	1,149	"	24,535	482	920
856	286	1,142	"	24,053	500	902
851	284	1,135	"	23,553	519	883
846	282	1,128	"	23,034	538	864
842	280	1,122	"	22,496	559	843
836	279	1,115	"	21,937	580	822
831	277	1,108	"	21,357	601	801
826	275	1,101	"	20,756	624	778
821	274	1,095	"	20,132	647	755
817	272	1,089	"	19,485	671	731
812	271	1,083	"	18,814	697	705
808	269	1,077	"	18,117	723	679
802	268	1,070	"	17,394	750	652
797	266	1,063	"	16,644	778	624
792	264	1,056	"	15,866	807	595
787	262	1,049	"	15,059	838	565
782	260	1,042	"	14,221	869	533
776	259	1,035	"	13,352	901	501
771	257	1,028	"	12,451	935	467
766	255	1,021	"	11,516	971	432
760	253	1,013	"	10,545	1,007	395
754	251	1,005	"	9,538	1,044	358
748	249	997	"	8,494	1,084	318
742	247	989	"	7,410	1,124	278
736	245	981	"	6,286	1,166	236
730	243	973	"	5,120	1,210	192
723	241	964	"	3,910	1,256	146
716	239	955	"	2,654	1,303	99
710	236	946	"	1,351	1,351	51
23,790	7,928	31,718	42,060	- -	25,000	17,060

% to Washington.

PROPOSED ASTORIA-MEGLER TOLL BRIDGE
Summary of State of Washington
Department of Highways Planning Division
Report - May 1959

Summary

1. In 1955 Coverdale and Colpitts estimated 257,500 vehicles would use the proposed Astoria-Megler Toll Bridge in 1958. In 1958 the Coverdale and Colpitts new report estimated only 150,000 vehicles would use the bridge in 1958.

2. Part of the difference between the estimates can be attributed to the reasons listed in the Coverdale and Colpitts 1958 report on pages 25 and 26. However, there appear to be other reasons that also account for part of the difference between the estimates:

   a. A downward revision in estimated percent of traffic that would divert to the proposed bridge, a revision that does not appear to be entirely supported by the change in conditions between 1955 and 1958.

   b. Relocation of the interview stations between the 1954 and 1958 surveys resulted in missing some trips which had been assigned to the proposed bridge in 1955 but were not intercepted and therefore not assigned in 1958.

3. In further explanation of 2a above, for example, of the trips intercepted at the Longview Bridge in 1954 traveling between the Astoria-Seaside area and Seattle, 89% were assigned to the proposed Astoria-Megler Bridge while in 1958 only 19.7% were assigned to the proposed bridge.

4. In further explanation of 2b above, the interview stations operated in 1958 missed, by not intercepting, 12% of the trips which had been diverted to the proposed Astoria-Megler Bridge in the 1955 report.

5. The 1958 traffic and revenue estimate prepared by Coverdale and Colpitts appeared to be conservative.

6. The Highway Planning Division prepared an independent traffic estimate not meant to be precise or exhaustive, which indicates the 1958 annual usage of the proposed bridge might be between 180,400 and 195,300 vehicles, compared to the latest Coverdale and Colpitts estimate of 150,000 vehicles. This would provide up to a 0.24 coverage of the first year's bond interest requirement. Coverage of 1.50 times the first year's interest is normally required to market a revenue bond issue.

7. Based upon the higher of the two Highway Planning Division traffic estimates, a sample bond amortization schedule has been prepared that indicates that a financial subsidy would be required of $1,525,250 per year in order to achieve a reasonable coverage (1.35) of the first year's interest. With such a subsidy the bond issue could be retired in 25 years with the total subsidy having aggregated almost $37,800,000.

Discussion of Traffic Estimates

In November 1958, the consulting firm of Coverdale & Colpitts submitted to the Washington Toll Bridge Authority an engineering report entitled "Report on Traffic, Revenues, and Expenses for the Proposed Columbia River Bridge at Astoria, Oregon, and Megler, Washington." In this report, the amount of traffic diverted to such a bridge from other

facilities crossing the Columbia River was estimated to be 150,000 vehicles per year in 1958.

However, in 1954, this same consulting firm participated in a similar study for a Columbia River bridge at the same location and on a 1954 basis reported a diverted usage to such a bridge of 228,799 vehicles in 1954. This 1954 study further assumed a normal growth of 3% per year which, when applied to the 1954 estimate, yielded a total estimated diversion in 1958 of 257,500 vehicles. A quick subtraction shows that in the 4 year period between studies the later estimate showed 107,500 fewer diverted vehicle trips over the proposed bridge for the year 1958 than was estimated for 1958 in the 1954 study. Whether the 1954 study was overestimated or the 1958 study overly conservative cannot be definitely answered. However, investigation of the two reports does show some reasons which partly account for the large difference in estimates of diverted traffic.

In conducting the 1954 study, the basis for the traffic projection was a five day origin and destination study, interviewing traffic at four different survey stations. The locations of these stations were (1) the Astoria-Megler Ferry, (2) the Longview Toll Bridge over the Columbia River, (3) north of Woodland, Washington on US 99 (PSH 1) and (4) the Puget Island Ferry between Westport, Oregon and Puget Island, Washington, near Cathlamet. From the origin and destination data gathered at these stations, the magnitude of zone to zone movements were obtained. Using a travel time and trip cost basis, zone to zone movements were assigned routings and the diversion percentage to the proposed crossing calculated.

The 1958 study was based on a three day origin and destination survey that interviewed traffic at three survey stations. The locations of these stations were (1) the Astoria-Megler Ferry, (2) US 830 (PSH 12) west of Stella, Washington and (3) US 26 east of its junction with US 101. The 1958 estimate of traffic which would be diverted to the proposed bridge was then calculated on a travel time and trip cost basis, using the data gathered at the three interview stations plus some of the 1954 data expanded to a 1958 base.

A comparison between 1954 and 1958 of the diversion percentages and resulting traffic assignment for the same zone to zone movements shows some of the reasons for the great difference in the traffic estimates. Table 1 presents a comparison of a selected group of zone to zone traffic movements.

Table 1

Survey Station - Longview Bridge

Zone - Zone	1954 Total Trips	1954 Diversion %	1954 Diverted Volume	1958 Total Trips *	1958 Diversion %	1958 Diverted Volume *
1 - 20 (Astoria-Seaside to Seattle)	31,890	89.0	28,406	43,019	19.7	8,477
1 - 32 (Astoria-Seaside to British Columbia)	1,732	90.0	1,559	2,338	20.0	468
1 - 18 (Astoria-Seaside to Bremerton)	2,151	100.0	2,151	2,904	10.0	290
AVERAGE	35,773 (Total)	90%	32,116 (Total)	48,261 (Total)	19.2%	9,235 (Total)

* Taken from Coverdale and Colpitts report on Astoria-Megler Bridge dated November 28, 1958. These volumes were the estimated 1958 level. Actual 1958 counts indicate that these figures were over-estimated by 6%.

It is easily seen from this example in Table 1 that the diversion percentages used in 1954 averaged 90% while in 1958 the diversion percentage for the same zone to zone movements averaged 19.2%. The difference is over 70%.

Another factor which contributes to the great difference in estimates is the location of the interview stations for the 1958 study. In 1958 two different interview stations on US 830 (PSH 12) near Stella, Washington and US 26 in Oregon were used rather than the one at Woodland, Washington on US 99 (PSH 1). A study, based on 1954 data, was made which investigated the effect of the interview station located on US 830 (PSH 12) near Stella, Washington, compared to the survey station located on US 99 (PSH 1) near Woodland. This study concluded that the survey station near Stella would miss 14.7% of the trips traveling between the area immediately east and north of the proposed bridge (zones 8, 10 and 12) and the zones south of the Columbia River that would use US 830 (PSH 12), and be assignable to the proposed bridge. This percentage of error, modified to correctly indicate the missed trips picked up at the survey station located on US 26 in Oregon resulted in a determination that the 1958 traffic survey station at Stella missed 12% of the trips which in the 1954 analysis had been diverted to the proposed Astoria bridge. Here then is another source which, when coupled with the lower diversion percentages, causes the estimated 1958 assigned traffic to be considerably less.

In their 1958 study, Coverdale & Colpitts state what they think are the principal reasons for the difference between the 1954 estimates and the 1958 estimates. Of these reasons, two directly affect the amount of diverted traffic, these are:

1. "Highways that are competing routes have been greatly improved since 1954, notably US 830 west of Longview, US 30 west of Rainier and US 99 between Kelso and Olympia. This materially reduces estimated diversions to the proposed bridge of traffic from other routes."

2. "The lack of growth in recent years of ferry traffic and Clatsop and Pacific counties' populations,does not support as high a future growth rate as that selected for the 1955 report. Also, there has been a decrease in ferry traffic since 1954 so that the basis for projection is now lower than it was for our 1955 estimates."

Both reasons for the difference in estimates are valid. However, it does not seem reasonable that the routes have been so greatly improved to make a difference in diversion percentage of 70% as is the case for those trips now crossing the Longview Bridge shown in the preceding example. The trips in 1954 and 1958 both have the same origin and common point of destination, US 830 in Washington and US 30 in Oregon have not been so greatly improved as to make them highly superior facilities.

Another example of the difference in diversion assignment percentage is noted on those trips having an origin at Long Beach and a destination at Portland. In 1954 there were 49,006 trips between these zones traveling via the Longview Bridge and the Interstate Bridge at Vancouver which were assigned a diversion percentage which averaged 69%. Total trips diverted to the proposed bridge in 1954 then equaled approximately 33,700 trips. However, in 1958 the total trips between the same zones equaled 73,027 trips, but a diversion percentage averaging only 9.7% was assigned to these movements. Total trips thus diverted to the proposed bridge in 1958 equaled only 7,066 trips. If the 1954 trip movements are com-- pared on a 1958 basis the number of diverted trips using the 1954 diversion percentage to the proposed facility, would have been approximately 50,000. This then is a difference of over 43,000 vehicles which would have used the proposed bridge in 1958. Again it does not seem reasonable that the competing highways (US 830, US 30, US 26) have been so vastly improved to cause such a large reduction (from 69% in 1954 to 9.7% in 1958) in traffic diversion to the proposed Astoria-Megler bridge.

In addition to the causes in estimated difference already mentioned, there are other minor zone to zone movements which were taken into account in 1954 but not in 1958.

Analysis of the causes for the difference between the 1954 and 1958 reports leads to the conclusion that the 1958 traffic diversion estimate was the result of considerable conservatism.

The Planning Division has prepared an independent (but not meant to be a comprehensive) estimate of the 1958 traffic which would use a Columbia River Bridge between Astoria, Oregon and Megler , Washington. The estimate of traffic diverted from other routes is outlined in Attachment No. 1. The amount of diverted traffic from the Astoria-Megler ferry and from trips passing through Survey Station 3 (US 26, Oregon) are as reported in the 1958 Coverdale & Colpitts Report. The trips diverted from those passing through Survey Station 2 near Stella, Washington are based on diversion estimates made by the Planning Division. The diversion percentages used may not be precise, since this was not meant to be an exhaustive analysis, but it is thought that they do reflect a more realistic estimate of diversion based on the competing facilities now in use and expected to be in use at the time of the bridge opening. The trips diverted which passed through this station were increased 12% to compensate for the vehicle trips which were missed because of the survey station location. Two different figures for diverted traffic were derived. The first total of 180,400 trips in 1958 used the 1958 report figure for trips diverted from the Longview Bridge. (Diversion percentage - 19.2%). The second diversion total, 195,300, is a result of increasing the diversion percentage of those trips crossing the Longview Bridge to 50%. This diversion percentage appears more in line for these movements, considering opposing facilities.

Attachment No. 2 shows the total 1964 bridge traffic (the first year the bridge could be opened) based on the estimate of the Planning Division. The 1958 Coverdale & Colpitts growth factor of 2% per year is used as is their figure of 25% for the induced traffic for the first year.

Bond Issue and Total Costs

To finance the proposed Columbia River Bridge between Astoria, Oregon and Megler, Washington would probably require a bond issue of approximately $27,500,000 at 5% interest, made up as follows:

Construction Cost	$23,350,000
Interest during Construction (3 years plus 1 year reserve)	5,500,000
Total Charges	$28,850,000
Less interest from investment of funds during construction	1,350,000
Total Bond Issue Required	$27,500,000

No bond discount has been assumed, but this would necessarily increase the size of the bond issue.

Assuming that the traffic estimate for 1958 bridge traffic is equal to 195,300 vehicles, the 1964 traffic which would use the bridge would equal 273,400 vehicles. With a toll averaging $1.95 per vehicle, the gross revenue for the first year of operation, 1964, totals $533,000. With assumed operation and maintenance costs of $202,000 in 1964, and increasing $3,000 each succeeding year, the net revenue from tolls available for interest and bond retirement equals $331,000.

The 1958 diverted traffic estimate of 195,300 vehicles is an estimate of the Highway Planning Division. This traffic was expanded to 1964, and later year, levels. The expansion factors which were used for normal growth (2% per year) and for induced traffic (25% the first year, 10% the second year) were the same as estimated by Coverdale & Colpitts in their 1958 report. These factors may appear low, but considering the location of the proposed bridge and the type of traffic which it will serve, they did not appear unreasonable, particularly in view of the need for conservatism in assessing the financial feasibility of a proposed revenue bond issue and in view of the historical record of traffic volumes in the area and on the present ferry.

By 1988, the year of bond retirement, the traffic over the proposed bridge would equal 483,600 vehicles per year. In 1989, the first year of free operation, traffic is estimated to equal 493,300 vehicles or an average of 1,350 per day, almost quadruple the 1957 volume on the Astoria-Megler Ferry.

Assuming a 5% interest rate on the bond issue, the first year's interest equals $1,375,000. Since the net revenue available from tolls equals only $331,000 (a coverage of 0.24 of the first year's interest requirement) the monies required for meeting the first year's bond issue interest amount falls short by $1,044,000. To achieve a first year coverage of 1.0 of the first year's bond issue interest, a subsidy of $1,044,000 would be required. Assuming that a subsidy sufficient to achieve a 1.35 coverage of the first year's interest is required to market the bond issue, $1,525,250 must be provided. Amortization Table A shows the magnitude of the financing problem. This table was calculated assuming a $27,500,000 bond issue marketed at 5% interest with a constant annual subsidy equal to that required to yield a coverage of 1.35 of the first year's interest requirement. With this constant annual subsidy, the bond issue could be retired in 25 years (1988). The total subsidy required equals $37,800,000 over the 25 year period. Interest payments over the 25 years equal $23,000,000. Total payments for interest charges and bond retirement over the 25 year period, would equal $50,500,000. This amount is nearly double the original bond issue of $27,500,000.

Attachment No. 1

Proposed Astoria-Megler Toll Bridge

	Estimated 1958 Annual Volume
Survey Station 1 -Astoria-Megler Ferry	125,218
Conversion to busses of walk-on passengers	1,460
Survey Station 2 - US 830 near Stella	38,400 1/
Longview Bridge	9,235 2/
Survey Station 3 - (US 26, Oregon)	4,131
Puget Island Ferry	1,925 3/
Total	180,369
Rounded	180,400

If the diversion percentage of those trips now using the Longview Bridge is raised to 50% the diverted vehicles from the Longview Bridge would equal 24,130 and the total 1958 traffic over the Astoria-Megler Bridge would equal 195,300 vehicles.

1/ Includes 700 trips from the Puget Island Ferry and an additional 12% of the diverted Stella station trips to account for those trips not intercepted at Stella due to the station location.

2/ Longview Bridge trips not presently traveling through Stella. 1954 trip data were used, adjusted for the increase in volume from 1954 to 1958, and diverted using the 1958 Coverdale and Colpitts percentage of 19.2%. (In their 1954 report these trips were given 90% diversion.)

3/ 1958 trips across the Puget Island Ferry not intercepted at Stella, (1954 data adjusted for the 36% decline in volume from 1954 to 1958).

Attachment No. 2

1964 Traffic - Proposed Astoria-Megler Bridge

Diversion Total #1

Diverted from other facilities	180,400
Growth of traffic @ 2% per year	21,600
Total Diverted	202,000
Induced Traffic, First Year 25%	50,500
Total 1964 Traffic	252,500

1964 Traffic - Proposed Astoria-Megler Bridge

Diversion Total #2

Diverted	195,300
Growth @ 2% per year	23,400
Total Diverted	218,700
Induced Traffic, First Year 25%	54,700
Total 1964 Traffic	273,400

COLUMBIA RIVER TOLL BRIDGE -- ASTORIA, OREGON TO MEGLER, WASHINGTON

Sample Amortization Table A*

1	2	3	4	5	6	7	8	9	10	11	12
Year	Bonds Outstanding First of Year	Gross Income From Tolls	Operational & Other Expenses	Net Income From Tolls	Subsidy	Income From Tolls & Subsidy	Interest On Bonds Outstanding	Surplus For Reserve & Debt Service	Bonds Retired	Reserve	Bonds Outstanding End of Year
1964	27,500,000	533,000	202,000	331,000	1,525,250	1,856,250	1,375,000	481,250	0	481,250	27,500,000
1965	27,500,000	598,000	205,000	393,000	1,525,250	1,918,250	1,375,000	543,250	0	1,024,500	27,500,000
1966	27,500,000	610,000	208,000	402,000	1,525,250	1,927,250	1,375,000	552,250	200,000	1,376,750	27,300,000
1967	27,300,000	622,200	211,000	411,200	1,525,250	1,936,450	1,365,000	571,450	600,000	1,348,200	26,709,000
1968	26,700,000	634,600	214,000	420,600	1,525,250	1,945,850	1,335,000	610,850	650,000	1,309,050	26,050,000
1969	26,050,000	647,300	217,000	430,300	1,525,250	1,955,550	1,302,500	653,050	650,000	1,312,100	25,400,000
1970	25,400,000	660,200	220,000	440,200	1,525,250	1,965,450	1,270,000	695,450	700,000	1,307,550	24,700,000
1971	24,700,000	673,400	223,000	450,400	1,525,250	1,975,650	1,235,000	740,650	800,000	1,248,200	23,900,000
1972	23,900,000	686,900	226,000	460,900	1,525,250	1,986,150	1,195,000	791,150	800,000	1,239,350	23,100,000
1973	23,100,000	700,600	229,000	471,600	1,525,250	1,996,850	1,155,000	841,850	900,000	1,181,200	22,200,000
1974	22,200,000	714,600	232,000	482,600	1,525,250	2,007,850	1,110,000	897,850	1,000,000	1,079,050	21,200,000
1975	21,200,000	728,900	235,000	493,900	1,525,250	2,019,150	1,060,000	959,150	1,000,000	1,038,200	20,200,000
1976	20,200,000	743,500	238,000	505,500	1,525,250	2,030,750	1,010,000	1,020,750	1,100,000	958,950	19,100,000
1977	19,100,000	758,400	241,000	517,400	1,525,250	2,042,650	955,000	1,087,650	1,100,000	946,600	18,000,0
1978	18,000,000	773,600	244,000	529,600	1,525,250	2,054,850	900,000	1,154,850	1,200,000	901,450	16,800,0
1979	16,800,000	789,100	247,000	542,100	1,525,250	2,067,350	840,000	1,227,350	1,300,000	828,800	15,500,000
1980	15,500,000	804,900	250,000	554,900	1,525,250	2,080,150	775,000	1,305,150	1,400,000	733,950	14,100,000
1981	14,100,000	821,000	253,000	568,000	1,525,250	2,093,250	705,000	1,388,250	1,400,000	722,200	12,700,000
1982	12,700,000	837,400	256,000	581,400	1,525,250	2,106,650	635,000	1,471,650	1,600,000	593,850	11,100,000
1983	11,100,000	854,100	259,000	595,100	1,525,250	2,120,350	555,000	1,565,350	1,600,000	559,200	9,500,000
1984	9,500,000	871,200	262,000	609,200	1,525,250	2,134,450	475,000	1,659,450	1,800,000	418,650	7,700,000
1985	7,700,000	888,600	265,000	623,600	1,525,250	2,148,850	385,000	1,763,850	1,800,000	382,500	5,900,000
1986	5,900,000	906,400	268,000	638,400	1,525,250	2,163,650	295,000	1,868,650	2,000,000	251,150	3,900,000
1987	3,900,000	924,500	271,000	653,500	1,525,250	2,178,750	195,000	1,983,750	2,100,000	134,900	1,800,000
1988	1,800,000	943,000	274,000	669,000	1,086,100	1,775,100	90,000	1,685,100	1,800,000	0	0
TOTAL	459,350,000	18,725,400	5,950,000	12,775,400	37,692,100	50,467,500	22,967,500	27,500,000	27,500,000	21,377,600	431,850,000

* 27,500,000 bond issue assumed at 5% interest with constant annual subsidy equal to that required to yield 1.35 coverage of first year's interest requirement. Minimum reserve assumed equal to following year's interest. Operating and other expenses increase $3,000 per year, (Coverdale & Colpitts, 1958). Traffic increased at 2% per year, plus 25% induced traffic in first year, 10% second year of operation, (Coverdale & Colpitts, 1958)

Columbia River Toll Bridge - Astoria, Oregon to M

30-Year Amortization Table

Year	Bonds Outstanding First of Year	Gross Income From Tolls	Operating Expense	Net Income From Tolls	Subsidy	Income From Tolls & Subsidy
1964	26,500,000	533,000	90,000	443,000	933,000	1,376,000
1965	26,500,000	598,000	91,300	506,700	933,000	1,439,700
1966	26,500,000	610,000	92,600	517,400	933,000	1,450,400
1967	26,500,000	622,200	93,900	528,300	933,000	1,461,300
1968	26,500,000	634,600	95,200	539,400	933,000	1,472,400
1969	26,500,000	647,300	96,500	550,800	933,000	1,483,800
1970	26,100,000	660,200	97,800	562,400	933,000	1,495,400
1971	25,700,000	673,400	99,100	574,300	933,000	1,507,300
1972	25,100,000	686,900	100,400	586,500	933,000	1,519,500
1973	24,500,000	700,600	101,700	598,900	933,000	1,531,900
1974	23,800,000	714,600	103,000	611,600	933,000	1,544,600
1975	23,100,000	728,900	104,300	624,600	933,000	1,557,600
1976	22,300,000	743,500	105,600	637,900	933,000	1,570,900
1977	21,500,000	758,400	106,900	651,500	933,000	1,584,500
1978	20,600,000	773,600	108,200	665,400	933,000	1,598,400
1979	19,700,000	789,100	109,500	679,600	933,000	1,612,600
1980	18,700,000	804,900	110,800	694,100	933,000	1,627,100
1981	17,700,000	821,000	112,100	708,900	933,000	1,641,900
1982	16,700,000	837,400	113,400	724,000	933,000	1,657,000
1983	15,600,000	854,100	114,700	739,400	933,000	1,672,400
1984	14,500,000	871,200	116,000	755,200	933,000	1,688,200
1985	13,300,000	888,600	117,300	771,300	933,000	1,704,300
1986	12,100,000	906,400	118,600	787,800	933,000	1,720,800
1987	10,800,000	924,500	119,900	804,600	933,000	1,737,600
1988	9,500,000	943,000	121,200	821,800	933,000	1,754,800
1989	8,100,000	961,900	122,500	839,400	933,000	1,772,400
1990	6,600,000	981,100	123,800	857,300	933,000	1,790,300
1991	5,100,000	1,000,700	125,100	875,600	933,000	1,808,600
1992	3,500,000	1,020,700	126,400	894,300	933,000	1,827,300
1993	1,800,000	1,041,100	127,700	913,400	793,600	1,707,000
		23,730,900	3,265,500	20,465,400	27,850,600	48,316,000

ridge - Astoria, Oregon to Megler, Washington

0-Year Amortization Table

e ls	Subsidy	Income From Tolls & Subsidy	Interest (4%) on Bonds Outstanding	Bonds Retired	Reserve	Bonds Outstanding End of Year
0	933,000	1,376,000	1,060,000	0	316,000	26,500,000
0	933,000	1,439,700	1,060,000	0	695,700	26,500,000
0	933,000	1,450,400	1,060,000	0	1,086,100	26,500,000
	933,000	1,461,300	1,060,000	0	1,487,400	26,500,000
0	933,000	1,472,400	1,060,000	0	1,899,800	26,500,000
0	933,000	1,483,800	1,060,000	400,000	1,923,600	26,100,000
0	933,000	1,495,400	1,044,000	400,000	1,975,000	25,700,000
0	933,000	1,507,300	1,028,000	600,000	1,854,300	25,100,000
0	933,000	1,519,500	1,004,000	600,000	1,769,800	24,500,000
0	933,000	1,531,900	980,000	700,000	1,621,700	23,800,000
0	933,000	1,544,600	952,000	700,000	1,514,300	23,100,000
0	933,000	1,557,600	924,000	800,000	1,347,900	22,300,000
0	933,000	1,570,900	892,000	800,000	1,226,800	21,500,000
0	933,000	1,584,500	860,000	900,000	1,051,300	20,600,000
0	933,000	1,598,400	824,000	900,000	925,700	19,700,000
0	933,000	1,612,600	788,000	1,000,000	750,300	18,700,000
0	933,000	1,627,100	748,000	1,000,000	629,400	17,700,000
0	933,000	1,641,900	708,000	1,000,000	563,300	16,700,000
0	933,000	1,657,000	668,000	1,100,000	452,300	15,600,000
0	933,000	1,672,400	624,000	1,100,000	400,700	14,500,000
0	933,000	1,688,200	580,000	1,200,000	308,900	13,300,000
0	933,000	1,704,300	532,000	1,200,000	281,200	12,100,000
0	933,000	1,720,800	484,000	1,300,000	218,000	10,800,000
0	933,000	1,737,600	432,000	1,300,000	223,600	9,500,000
0	933,000	1,754,800	380,000	1,400,000	198,400	8,100,000
0	933,000	1,772,400	324,000	1,500,000	146,800	6,600,000
0	933,000	1,790,300	264,000	1,500,000	173,100	5,100,000
0	933,000	1,808,600	204,000	1,600,000	177,700	3,500,000
0	933,000	1,827,300	140,000	1,700,000	165,000	1,800,000
0	793,600	1,707,000	72,000	1,800,000	0	0
0	27,850,600	48,316,000	21,816,000	26,500,000		

Columbia River Toll Bridge - Astoria, Oregon, t

25yr Sample Amortization Table

Year	Bonds Outstanding First of Year	Gross Income From Tolls	Operating Expense	Net Income From Tolls	Subsidy	Net Income From Tolls & Subsidy	
1964	26,500,000	533,000	90,000	443,000	1,110,000	1,553,000	1
1965	26,500,000	598,000	91,300	506,700	1,110,000	1,616,700	1
1966	26,500,000	610,000	92,600	517,400	1,110,000	1,627,400	1
1967	26,200,000	622,200	93,900	528,300	1,110,000	1,638,300	1
1968	25,600,000	634,600	95,200	539,400	1,110,000	1,649,400	1
1969	24,900,000	647,300	96,500	550,800	1,110,000	1,660,800	
1970	24,200,000	660,200	97,800	562,400	1,110,000	1,672,400	
1971	23,400,000	673,400	99,100	574,300	1,110,000	1,684,30-	
1972	22,600,000	686,900	100,400	586,500	1,110,000	1,696,500	
1973	21,700,000	700,600	101,700	598,900	1,110,000	1,708,900	
1974	20,800,000	714,600	103,000	611,600	1,110,000	1,721,600	
1975	19,800,000	728,900	104,300	624,600	1,110,000	1,734,600	
1976	18,800,000	743,500	105,600	637,900	1,110,000	1,747,900	
1977	17,800,000	758,400	106,900	651,500	1,110,000	1,761,500	
1978	16,700,000	773,600	108,200	665,400	1,110,000	1,775,400	
1979	15,500,000	789,100	109,500	679,600	1,110,000	1,789,600	
1980	14,300,000	804,900	110,800	694,100	1,110,000	1,804,100	
1981	13,000,000	821,000	112,100	708,900	1,110,000	1,818,900	
1982	11,600,000	837,400	113,400	724,000	1,110,000	1,834,000	
1983	10,100,000	854,100	114,700	739,400	1,110,000	1,849,400	
1984	8,600,000	871,200	116,000	755,200	1,110,000	1,865,200	
1985	7,000,000	888,600	117,300	771,300	1,110,000	1,881,300	
1986	5,400,000	906,400	118,600	787,800	1,110,000	1,897,800	
1987	3,700,000	924,500	119,900	804,600	1,110,000	1,914,600	
1988	1,900,000	943,000	121,200	821,800	1,098,600	1,920,400	
otal		18,725,400	2,640,000	16,085,400	27,738,600	43,824,000	17

Bridge - Astoria, Oregon, to Megler, Washington

Sample Amortization Table

ome Tolls	Subsidy	Net Income From Tolls & Subsidy	Interest on Bonds	Bonds Retired	Reserve	Bonds Outstanding End of Year
000	1,110,000	1,553,000	1,060,000	0	493,000	26,500,000
700	1,110,000	1,616,700	1,060,000	0	1,049,700	26,500,000
400	1,110,000	1,627,400	1,060,000	300,000	1,317,100	26,200,000
300	1,110,000	1,638,300	1,048,000	600,000	1,307,400	25,600,000
400	1,110,000	1,649,400	1,024,000	700,000	1,232,800	24,900,000
800	1,110,000	1,660,800	996,000	700,000	1,197,600	24,200,000
400	1,110,000	1,672,400	968,000	800,000	1,102,000	23,400,000
300	1,110,000	1,684,300	936,000	800,000	1,050,300	22,600,000
500	1,110,000	1,696,500	904,000	900,000	942,800	21,700,000
900	1,110,000	1,708,900	868,000	900,000	883,700	20,800,000
600	1,110,000	1,721,600	832,000	1,000,000	773,300	19,800,000
600	1,110,000	1,734,600	792,000	1,000,000	715,900	18,800,000
900	1,110,000	1,747,900	752,000	1,000,000	711,800	17,800,000
500	1,110,000	1,761,500	712,000	1,100,000	661,300	16,700,000
400	1,110,000	1,775,400	668,000	1,200,000	568,700	15,500,000
600	1,110,000	1,789,600	620,000	1,200,000	538,300	14,300,000
100	1,110,000	1,804,100	572,000	1,300,000	470,400	13,000,000
900	1,110,000	1,818,900	520,000	1,400,000	369,300	11,600,000
000	1,110,000	1,834,000	464,000	1,500,000	239,300	10,100,000
400	1,110,000	1,849,400	404,000	1,500,000	184,700	8,600,000
200	1,110,000	1,865,200	344,000	1,600,000	105,900	7,000,000
300	1,110,000	1,881,300	280,000	1,600,000	107,200	5,400,000
800	1,110,000	1,897,800	216,000	1,700,000	89,000	3,700,000
600	1,110,000	1,914,600	148,000	1,800,000	55,600	1,900,000
800	1,098,600	1,920,400	76,000	1,900,000	0	0
400	27,738,600	43,824,000	17,324,000	26,500,000		

Washington
Highway Pl
December 1

ASTORIA-MEGLER TOLL BRIDGE

Oregon Amortization Chart Numbers	Amount of Bond Issue*	Amortization Period	Toll Income Source **	Annual Subsidies to be Borne by Both States***			Additional Fu and Operatio Bot	
				First Year	Last Year	Total During Life of Bond Issue	First Year	L Y
1-A	$24,000,000	20	C & C	$1,310,000	$1,094,000	$26,466,000	$202,000	$2
1-B	24,000,000	25	C & C	1,079,000	809,000	25,999,000	202,000	2
1-C	24,000,000	30	C & C	929,000	602,000	25,376,000	202,000	2
2-A	24,000,000	20	Wash.	1,194,000	873,000	23,050,000	202,000	2
2-B	24,000,000	25	Wash.	963,000	553,000	21,375,000	202,000	2
2-C	24,000,000	30	Wash.	813,000	306,000	19,353,000	202,000	2
3-A	22,000,000	20	C & C	1,166,000	950,000	23,363,000	202,000	2
3-B	22,000,000	25	C & C	954,000	685,000	22,656,000	202,000	2
3-C	22,000,000	30	C & C	817,000	488,000	21,786,000	202,000	2
4-A	22,000,000	20	Wash.	1,050,000	729,000	19,947,000	202,000	2
4-B	22,000,000	25	Wash.	838,000	429,000	18,032,000	202,000	2
4-C	22,000,000	30	Wash.	702,000	192,000	15,763,000	202,000	2

* The $24,000,000 bond issue provides funds necessary for the approach construction. The $22,00
provides that the states will construct the approaches utilizing their motor vehicle fund reve

** C & C = Coverdale and Colpitts November 1958 Report.
Wash. = Washington Department of Highways May 1959 Report.

*** The annual subsidies also require payment of bond issue interest during the 3 year constructio
is included in the totals. This is $900,000 annually for a $24,000,000 bond issue and $825,00
a $22,000,000 bond issue.

Washington Department of Highways
Highway Planning Division
December 14, 1960

ASTORIA-MEGLER TOLL BRIDGE

...ortization ...eriod	Toll Income Source **	Annual Subsidies to be Borne by Both States*** First Year	Annual Subsidies to be Borne by Both States*** Last Year	Annual Subsidies to be Borne by Both States*** Total During Life of Bond Issue	Additional Funds for Maintenance and Operation to be Borne by Both States First Year	Additional Funds for Maintenance and Operation to be Borne by Both States Last Year	Additional Funds for Maintenance and Operation to be Borne by Both States Total During Life of Bond Issue
20	C & C	$1,310,000	$1,094,000	$26,466,000	$202,000	$259,000	$4,610,000
25	C & C	1,079,000	809,000	25,999,000	202,000	274,000	5,950,000
30	C & C	929,000	602,000	25,376,000	202,000	289,000	7,365,000
20	Wash.	1,194,000	873,000	23,050,000	202,000	259,000	4,610,000
25	Wash.	963,000	553,000	21,375,000	202,000	274,000	5,950,000
30	Wash.	813,000	306,000	19,353,000	202,000	289,000	7,365,000
20	C & C	1,166,000	950,000	23,363,000	202,000	259,000	4,610,000
25	C & C	954,000	685,000	22,656,000	202,000	274,000	5,950,000
30	C & C	817,000	488,000	21,786,000	202,000	289,000	7,365,000
20	Wash.	1,050,000	729,000	19,947,000	202,000	259,000	4,610,000
25	Wash.	838,000	429,000	18,032,000	202,000	274,000	5,950,000
30	Wash.	701,000	192,000	15,763,000	202,000	289,000	7,365,000

...d issue provides funds necessary for the approach construction. The $22,000,000 bond issue ...tates will construct the approaches utilizing their motor vehicle fund revenues.

...nd Colpitts November 1958 Report.
Department of Highways May 1959 Report.

...s also require payment of bond issue interest during the 3 year construction period. This ...totals. This is $900,000 annually for a $24,000,000 bond issue and $825,000 annually for ...issue.

Washington
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December 1-

ASTORIA-MEGLER TOLL BRIDGE

Oregon Amortization Chart Numbers	Amount of Bond Issue*	Amortization Period	Toll Income Source **	Annual Subsidies to be Borne by Both States***			Additional Fun and Operation Both	
				First Year	Last Year	Total During Life of Bond Issue	First Year	La Ye
1-A	$24,000,000	20	C & C	$1,310,000	$1,094,000	$26,466,000	$202,000	$25
1-B	24,000,000	25	C & C	1,079,000	809,000	25,999,000	202,000	27
1-C	24,000,000	30	C & C	929,000	602,000	25,376,000	202,000	28
2-A	24,000,000	20	Wash.	1,194,000	873,000	23,050,000	202,000	25
2-B	24,000,000	25	Wash.	963,000	553,000	21,375,000	202,000	27
2-C	24,000,000	30	Wash.	813,000	306,000	19,353,000	202,000	28
3-A	22,000,000	20	C & C	1,166,000	950,000	23,363,000	202,000	2
3-B	22,000,000	25	C & C	954,000	685,000	22,656,000	202,000	2
3-C	22,000,000	30	C & C	817,000	488,000	21,786,000	202,000	2
4-A	22,000,000	20	Wash.	1,050,000	729,000	19,947,000	202,000	2
4-B	22,000,000	25	Wash.	838,000	429,000	18,032,000	202,000	2
4-C	22,000,000	30	Wash.	701,000	192,000	15,763,000	202,000	2

* The $24,000,000 bond issue provides funds necessary for the approach construction. The $22,000 provides that the states will construct the approaches utilizing their motor vehicle fund reven

** C & C = Coverdale and Colpitts November 1958 Report.
Wash. = Washington Department of Highways May 1959 Report.

*** The annual subsidies also require payment of bond issue interest during the 3 year construction is included in the totals. This is $900,000 annually for a $24,000,000 bond issue and $825,000 a $22,000,000 bond issue.

Washington Department of Highways
Highway Planning Division
December 14, 1960

ASTORIA-MEGLER TOLL BRIDGE

Amortization Period	Toll Income Source **	Annual Subsidies to be Borne by Both States*** First Year	Last Year	Total During Life of Bond Issue	Additional Funds for Maintenance and Operation to be Borne by Both States First Year	Last Year	Total During Life of Bond Issue
20	C & C	$1,310,000	$1,094,000	$26,466,000	$202,000	$259,000	$4,610,000
25	C & C	1,079,000	809,000	25,999,000	202,000	274,000	5,950,000
30	C & C	929,000	602,000	25,376,000	202,000	289,000	7,365,000
20	Wash.	1,194,000	873,000	23,050,000	202,000	259,000	4,610,000
25	Wash.	963,000	553,000	21,375,000	202,000	274,000	5,950,000
30	Wash.	813,000	306,000	19,353,000	202,000	289,000	7,365,000
20	C & C	1,166,000	950,000	23,363,000	202,000	259,000	4,610,000
25	C & C	954,000	685,000	22,656,000	202,000	274,000	5,950,000
30	C & C	817,000	488,000	21,786,000	202,000	289,000	7,365,000
20	Wash.	1,050,000	729,000	19,947,000	202,000	259,000	4,610,000
25	Wash.	838,000	429,000	18,032,000	202,000	274,000	5,950,000
30	Wash.	701,000	192,000	15,763,000	202,000	289,000	7,365,000

0 bond issue provides funds necessary for the approach construction. The $22,000,000 bond issue
the states will construct the approaches utilizing their motor vehicle fund revenues.

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gton Department of Highways May 1959 Report.

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the totals. This is $900,000 annually for a $24,000,000 bond issue and $825,000 annually for
ond issue.

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L 261

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1960

SUBJECT: Columbia River Bridge
at Astoria, No. 7949

To:
Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

A summary of the cost estimates, divided into three units i.e. Washington Approach (I), Main River Crossing (II), and the Oregon Approach (III), is listed below. The extent of the three units is indicated on the attached prints of drawings 7949C and 7949E(a). An allowance of 12½% for engineering and contingencies has been included.

I	Washington Approach (Sta. 115+57.5-118+21)		
	Grading and Paving	$ 85,000.00	
	Structure	74,925.00	
		159,925.00	
	E&C (12½%)	19,990.00	
			$179,915.00
II	Main River Crossing (Sta. 118+21-314+89)		
	Structure	19,195,151.00	
	E&C (12½%)	2,399,394.00	
			21,594,545.00
III	Oregon Approach (Sta. 314+89-332+26)		
	Structure	747,471.00	
	Grading & Paving	145,000.00	
	Toll House	8,000.00	
	RW	500,000.00	
		1,400,471.00	
	E&C (12½%)	175,059.00	
			1,575,530.00
	TOTAL		$ 23,349,990.00

NOTED
G. S. PAXSON

L. L. Wallace
Bridge Preliminary Plans Engine

LLW/kcm

STATE OF WASHINGTON
JOHN O'CONNELL
ATTORNEY GENERAL
OLYMPIA, WASHINGTON

July 19, 1960

NOTED
W. C. WILLIAMS

Mr. Leonard I. Lindas
Chief Counsel
Oregon State Highway Department
104 State Highway Building
Salem, Oregon

Re: Proposed Astoria-Megler Toll Bridge

Dear Mr. Lindas:

You will recall the joint meeting between committees from Washington and Oregon at Portland on February 3, 1960, at which time the Astoria-Megler Toll Bridge was discussed.

As counsel for the Legislative Interim Committee on Highways, I was requested to prepare a proposal which would permit Washington to participate financially in the construction of the bridge. Thereafter I prepared a draft of a legislative bill for the Washington legislature which incorporated a specific proposal for Washington's financial participation in the construction of the bridge. This draft has been under study by the Washington Highway Department and members of the Legislative Interim Committee including Representative Julia Butler Hansen, Chairman of the Interim Committee, and Senator Robert Bailey, Chairman of the Sub-Committee on Toll Bridges.

Senator Bailey recently authorized me to undertake discussions with you directed toward coordinating Washington and Oregon legislation to insure that any legislative enactments in the 1961 sessions would be jointly workable. Accordingly, I am enclosing herewith a copy of a tentative draft of the Washington legislation which may be proposed in the coming session.

It might be in order to point out some of the features of the proposed bill. As you know, the financing of the bridge will be an extremely difficult matter in view of the great disparity between estimated revenue and estimated cost of servicing the required bond issue. The approach of the

bill has been to attempt to reduce in every manner possible the anticipated annual deficit which would have to be made up out of tax revenues. In this connection you will notice that (1) the payment of the cost of the approaches by Oregon and Washington will be made out of highway construction funds from the respective states; (2) a provision is made that all costs of advance surveys and studies will not be paid out of bond proceeds, but only those costs incurred after March 1, 1961; (3) provision is made for maintenance and repair cost paid by the two highway departments to be shared equally. This would release an estimated $112,000.00 per year for debt service.

With respect to Washington's contribution, the following tentative provisions have been included in an attempt to make the program feasible in terms of its passage by the Washington legislature. (1) Provision is made for Washington to pay 25% of the annual deficit and Oregon 75% of the annual deficit; (2) provision is made that Washington payments will be made out of a toll bridge reserve fund or account to be established in a separate bill in the 1961 legislature. (In the event such an account is not established, payments could be made from the general motor vehicle fund); (3) provision is made for participation by cities and counties both as to the cost of Washington's approaches to be paid in a lump sum, and for an assignment of apportion of their gas tax allocation for each year of the term of the bonds, expressed either in a dollar amount or percentage of the allocation for each participating county and city.

The latter two provisions relating to Washington's contributions from a special account in the motor vehicle fund and for contributions from cities and counties is of only incidental interest to you. The bill does contemplate that the state will make a single annual contribution and any payments from cities and counties would be in the nature of repaying our motor venicle fund. City and county payment would in no event go directly to the State of Oregon.

From your point of view, undoubtedly the most controversial proposal is that Washington share only 25% of the annual deficit and Oregon 75%. It is my view that this is strictly a policy question which will have to be negotiated and determined between the legislators of the two states. So far as our work as attorneys is concerned these percentage figures may be considered tentative, and would not in any way pertain to the technical drafting problems involved in making the legislative bills to be presented to the two legislatures consistent and workable.

Finally, I may inform you that Washington has undertaken a $14,000.00 study to determine the relative economic benefits to the cities

and counties in Washington to be derived from construction of the bridge. I mention this to indicate that Washington is very serious in attempting to develop legislation to authorize construction of the bridge.

May I suggest that we meet together in order to discuss the various problems necessary in drafting workable bills to be submitted to our respective legislatures. It would be convenient for me to meet you either in Portland or Salem on July 28. I will have an evening meeting at Ilwaco, Washington, the evening of July 28. I suggest that we meet at 1:30 that afternoon. If that date is not convenient, perhaps you could suggest an alternate. Please write to me at my Tacoma address which is 505 Rust Building, Tacoma 2, Washington.

Yours very truly,

JOHN J. O'CONNELL
Attorney General

Thomas R. Garlington

THOMAS R. GARLINGTON
Special Assistant
Attorney General

TRG/jd
Encl.

cc: The Honorable Julia Butler Hansen
Senator Robert Bailey

AN ACT Relating to a toll bridge over the lower Columbia River; making appropriations; and repealing section 39, Chapter 172, Laws of 1957; repealing sections 1 to 5 inclusive of chapter 144, Laws of 1959 and RCW 47.56.510, 47.56.520, 47.56.530, 47.56.540, 47.56.550, 47.56.560.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Section 1. The Washington state highway commission is hereby authorized in conjunction with the Oregon state highway commission, to erect a bridge or so much thereof as may be agreed upon with the Oregon state highway commission, including approaches thereto, across the Columbia river in the vicinity of Astoria, Oregon and Megler, Washington. Such bridge shall be an integral part of U. S. highway No. 101 and to the Oregon boundary shall be a part of primary state highway No. 12. All acts necessary to the design and construction of said new bridge and approaches thereto may be done and performed by either the Oregon state highway commission or the Washington state highway commission with the approval of the other or by both of them jointly.

Sec. 2. In order to carry out the provisions of this act the Washington state highway commission may consult, cooperate and enter into agreements with the government of the United States or any of its agencies and accept and expend moneys from any public or private source, including the government of the United States or any political subdivision, which is now or may be made available for carrying out the purposes contained in this act.

Sec. 3. The Washington state highway commission is hereby authorized to enter into such agreements with the Oregon state highway commission as it shall find necessary or convenient to

carry out the purposes of this act.

Any such agreements shall include, but shall not be limited to, the following:

(1) A provision that the state of Oregon or the Oregon state highway commission shall issue general obligation bonds in the aggregate principal sum of not to exceed $24 million par value or so much thereof as shall be required to pay all costs of construction of said bridge including all costs of survey, engineering, legal and incidental expenses and costs of acquisition of rights of way, exclusive of the costs of approaches and to pay amounts that will provide a reasonable sum for working capital necessary for the collection of tolls, and prepaid insurance and all costs incidental to the issuance and sale of the bonds. In determining the amount of money required for construction, there shall be taken into account, all available financial contributions for such construction costs, of whatever description and from whatever source.

(2) A provision, that to the extent that revenues derived from the imposition and collection of tolls and franchise fees for the use of the bridge are insufficient to provide for the payment of principal or interest on the bonds issued by Oregon or any subsequent refunding bond issues, the Washington state highway commission is bound to pay when due twenty-five per cent of such deficit from the toll bridge reserve account of the motor vehicle fund or from any other source available to the Washington state highway commission for said purpose.

(3) A provision that the Oregon state highway commission shall assume and have complete responsibility for the operation of the bridge as a toll facility and each portion thereof, whether

within or without the borders of Washington and with full power in the Oregon state highway commission to impose and collect all toll charges and franchise fees from the users of said bridge and to disburse the revenue derived therefrom for the following purposes in the following order:

(1) Payment of all costs of toll collection and insurance in the event the bridge is insured.

(2) Payment of the principal, interest on the bonds herein provided for including any subsequent refunding bonds.

(4) A provision that the Oregon state highway commission, after consultation with the Washington state highway commission shall fix the classifications and amounts of tolls to be charged and collected from users of said toll facility with power after consultation with the Washington state highway commission to revise the same if deemed necessary, and the time or times when such tolls shall first be imposed.

(5) A provision that all acts pertaining to the design and construction of said bridge may be done and performed by the Oregon state highway commission or the Washington state highway commission with the approval of the other, or by both, and that any and all contracts for the construction of the bridge shall be awarded in the name of the state of Oregon by and through its state highway commission or the state of Washington by and through its state highway commission, or both: Provided, however, That there shall be a further provision that each state shall have full power to design and construct approaches to the bridge within the respective boundaries of each state. Such approaches shall constitute a part of the state highways system of each state and the cost of design, right of way and construction thereof shall be

borne by the respective states from any funds available for such purposes. In the event design or construction of approaches is included in any contract for the construction of the bridge, the cost of such approaches within the respective boundaries of each state shall be segregated and paid for by the respective states.

Any such agreements may include, but shall not be limited to the following:

(1) A provision that the state of Oregon, the Oregon state highway commission, and any other duly constituted agency of the state of Oregon, the state of Washington, the Washington toll bridge authority, the Washington state highway commission, and any other duly constituted agency of the state of Washington shall be reimbursed out of the proceeds of the sale of such bonds for any advances they may have made or expenses they may have incurred subsequent to March 1, 1961 for any of the purposes for which said bonds may be issued by the state of Oregon, after duly verified, itemized statements of such advances and expenses have been submitted to and jointly approved by the Oregon state highway commission and Washington state highway commission.

(2) A provision that during the period of operation of said bridge as a toll facility all maintenance and repair work may be performed by either the Oregon state highway commission or by the Washington state highway commission with a provision for payment of the costs of such maintenance and repair one-half from the Oregon state highway commission and one-half from the Washington state highway commission.

Sec. 4. To the extent that all revenues from the imposition and collection of tolls and franchise fees for use of the bridge are insufficient to provide for the payment of principal and interest on the bonds issued by the state of Oregon in connection with this project, or on any subsequent refunding bond issues there is hereby imposed, to the extent of twenty-five per cent of such deficit, a first and prior charge against the toll bridge reserve account of the motor vehicle fund created by chapter _____ Laws of 1961 (H.B._____) and, to the extent required, against all revenues hereafter derived from the additional state excise taxes on motor vehicle fuels and additional vehicle license fees and gross weight fees required by law to be deposited in the toll bridge reserve account.

To the extent that revenues of the project are insufficient to meet required payments of principal and interest on bonds, the Washington state highway commission shall use moneys in the toll bridge reserve account to pay twenty-five per cent of such deficits.

So long as any bonds issued in connection with this project are outstanding, the state hereby agrees to continue to impose the additional excise taxes on motor vehicle fuels and additional vehicle license fees and gross weight fees imposed by chapter _____ Laws of 1961 (H.B._____)

Sec. 5. The payments provided for in section 4 of this act, as they come due, shall be authorized by the Washington state highway commission and paid by warrants signed by the state treasurer, upon the duly verified itemized statements of the Oregon state highway commission showing (1) the total principal and interest due on the bonds issued by the state of Oregon as provided

for herein, (2) the total net revenue from tolls and franchise fees on hand and available for payment of said principal and interest payments, (3) twenty-five per cent of the difference between the principal and interest payments due and the revenue available for said payments.

Sec. 6. The Washington state highway commission shall pay one-half of all costs of maintenance and repair of said bridge from funds appropriated for the use of the Washington state highway commission for construction and maintenance of the primary state highways. The Washington state highway commission shall pay for the costs of design, right of way and construction of approaches to said bridge within the boundaries of the state of Washington from funds appropriated for the use of the Washington state highway commission for construction and maintenance of the primary state highways or from any other funds available for said purpose.

Sec. 7. Based upon studies conducted by the Oregon and Washington state highway commissions and by the joint fact-finding committee on highways, streets and bridges, the Washington state highway commission shall prepare a plan for local participation in financing Washington's share of the project.

The plan shall include, but shall not be limited to, the following:

(1) An estimate of the initial cost of the project including design, acquisition of right-of-way and construction of the approaches to the bridge within the boundaries of Washington.

(2) An estimate of the annual amount necessary to meet the obligation of the state of Washington to pay twenty-five per cent

of the deficit between revenues of the project and requirements for principal and interest on the bonds to be issued by Oregon.

(3) The relative economic benefit to counties, cities or other political subdivisions to be principally served by construction of the bridge.

(4) The portion of the initial cost of approaches which should be contributed by any political subdivisions to be economically benefited by construction of the project.

(5) The portion of the annual obligation of the state of Washington as found in subparagraph (2) above which should be contributed by counties, cities or other political subdivisions, based upon the relative economic benefit to such political subdivisions.

Sec. 8. After adoption of the plan for local financial participation, the Washington state highway commission shall request any city, county or other political subdivision which will be benefited by the construction of the project (1) to contribute money or bonds toward the expenses of construction of the bridge approaches within the boundaries of the state of Washington; and (2) to consent, by resolution of the governing board, or council of any such county or city, to the assignment of a portion of such county's or city's allocation of motor vehicle funds arising from the excise taxes on motor vehicle fuels as provided by law, for the purpose of paying a share of the annual payments to be made from the toll bridge reserve account of the motor vehicle fund as provided in section 4.

Sec. 9. Any city, county or other political subdivision located in relation to said lower Columbia toll bridge so as to benefit directly or indirectly from the construction of such bridge

may either separately or jointly, at the request of the Washington state highway commission contribute money or bonds toward the expense of constructing the approaches to said bridge within the boundaries of the state of Washington. Appropriations for such purposes may be made from any funds available, including county road funds or city street funds received from or credited by the state or funds obtained by excess tax levies made pursuant to law or the issuance of general obligation bonds for this purpose.

Sec. 10. Any county or city located in relation to the lower Columbia toll bridge so as to benefit directly or indirectly from the construction of such bridge may either separately or jointly, at the request of the Washington state highway commission consent by resolution of the governing board or council of such county or city to the assignment of a portion of such county's or city's allocation of motor vehicle funds arising from the excise taxes on motor vehicle fuels as provided by law, for the purpose of paying a share of the annual payments to be made from the toll bridge reserve account of the motor vehicle fund as provided in section 4. Such consent may be expressed in terms of dollars or a per centage of the county's or the city's motor vehicle fund allocation or both and may be for a term of years not to exceed the term of the bonds issued by the state of Oregon to construct the bridge.

Sec. 11. The director of highways, at least six months prior to the beginning of each fiscal year commencing with the fiscal year in which the first payment is to be made from the toll bridge reserve account of the motor vehicle fund as provided in section 3, shall ascertain for the ensuing fiscal year the amount

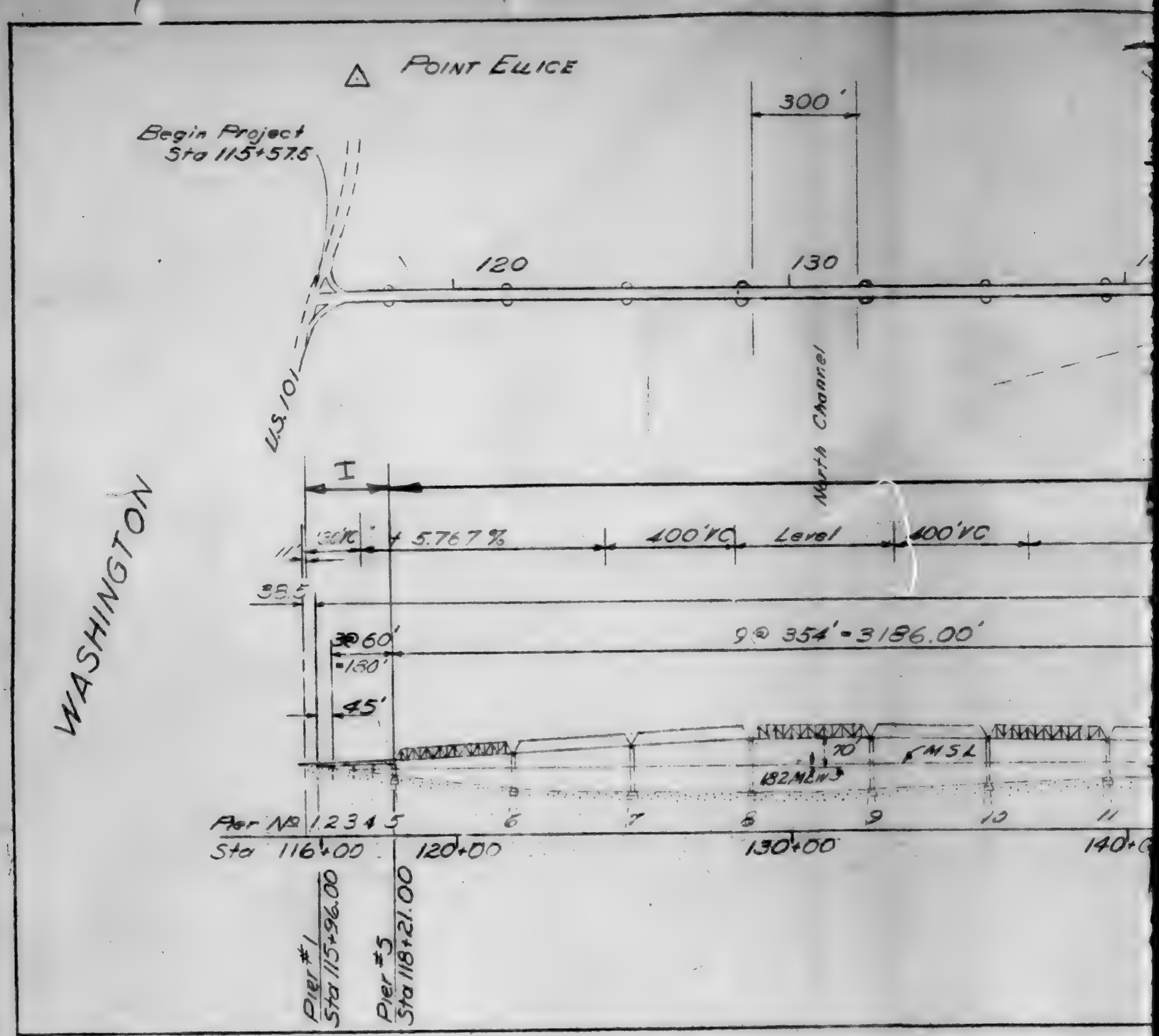
of motor vehicle funds arising from the excise taxes on motor vehicle fuels, which are to be transferred to such counties and cities under the provisions of law, which have been assigned pursuant to section 10. The director of highways shall notify the state treasurer of this amount and the treasurer shall thereafter, when distributions are made from the motor vehicle fund to counties and cities during such fiscal year, retain such amounts of the total sums credited to such counties and cities as aforesaid in the motor vehicle fund arising from the excise taxes on motor vehicle fuels. Any money so retained shall be available for state highway purposes. In the event that the total amount to be retained, as herein provided, shall ever exceed in any fiscal year the amount of payments required to be made from the toll bridge reserve account of the motor vehicle fund for the same period, the amount retained from motor vehicle funds credited to the participating counties and cities shall be reduced proportionately so that the total amount retained for such period shall equal the payments from the toll bridge reserve account of the motor vehicle fund.

Sec. 12. The bridge herein provided for shall be operated as a toll-free bridge whenever the bonds to be issued the state of Oregon together with interest thereon have been fully paid, unless the State of Washington and the State of Oregon hereafter agree through their highway commissions that tolls shall be retained on the bridge to repay in whole or in part the respective states and cities, counties or political subdivisions of either state for moneys advanced to pay principal or interest on the bonds issued by the state of Oregon.

Sec. 13. There is appropriated from the motor vehicle fund to the Washington state highway commission for the biennium

commencing July 1, 1961 and ending June 30, 1963 the sum of two hundred thousand dollars, or so much thereof as may be necessary, to carry out the provisions of Section 6 of this act.

Sec. 14. Section 39, Chapter 172, Laws of 1957, sections 1 to 5 inclusive of chapter 144, Laws of 1959, and RCW 47.56.510, 47.56.520, 47.56.530, 47.56.540, 47.56.550, 47.56.560 are each repealed.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300'
Begin Project
Sta 115+57.5
120
130
U.S. 101
North Channel
WASHINGTON
H
30'R
5.767%
400'VC
Level
400'VC
35.5
60'
130'
45'
9 @ 354' - 3186.00'
70'
MSL
182 MLW
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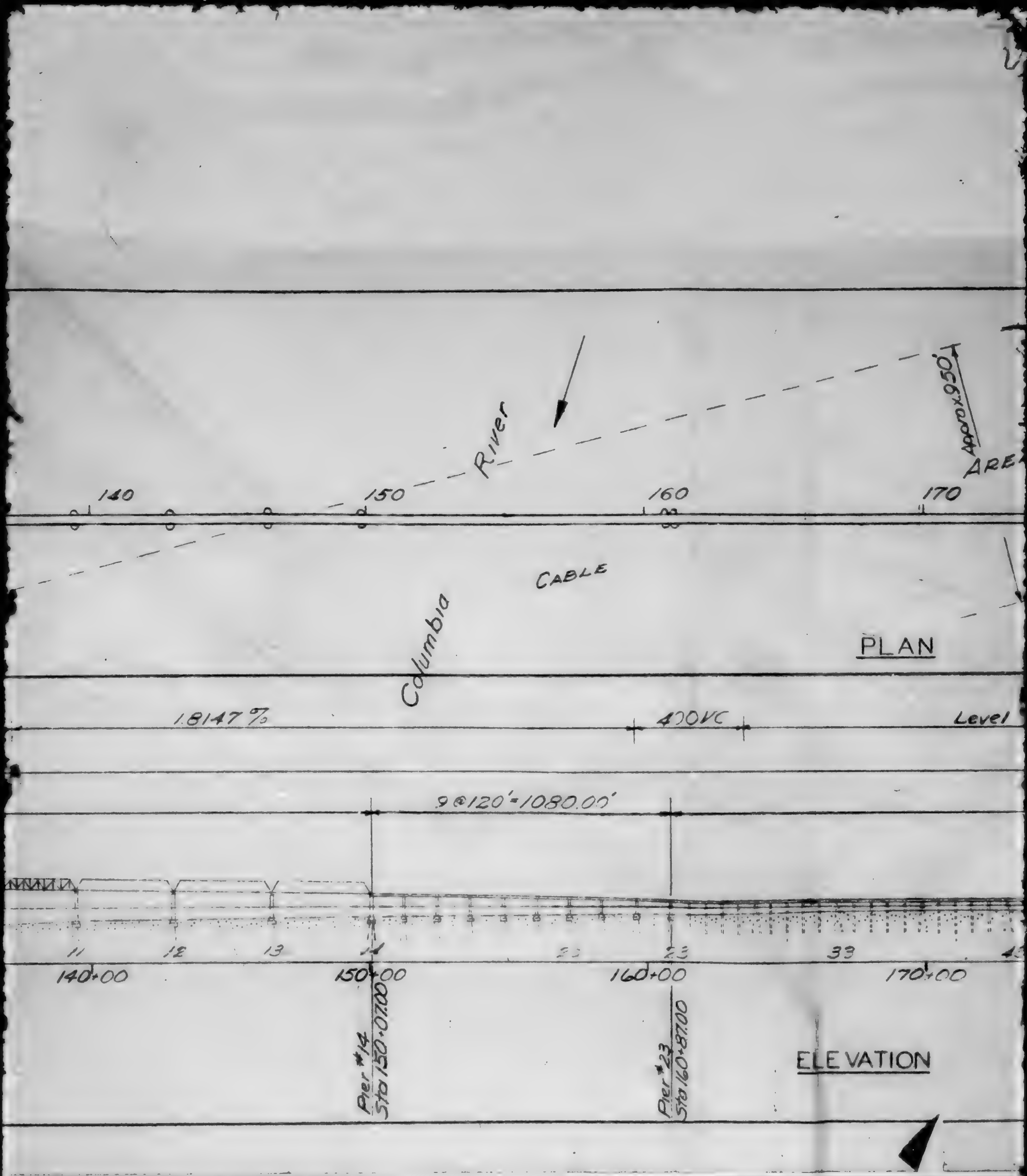
Pier #3
Sta 118+21.00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150
160
170
River
Columbia
CABLE
Approx. 950'
ARE
PLAN
1.8147 %
420 VC
Level
9 @ 120' = 1080.00'
11
12
13
14
23
33
140+00
150+00
160+00
170+00
Pier #14
Sta 150+07.00
Pier #23
Sta 160+87.00
ELEVATION

Approx 950'

AREA

170 180 190 200

II

Level Level

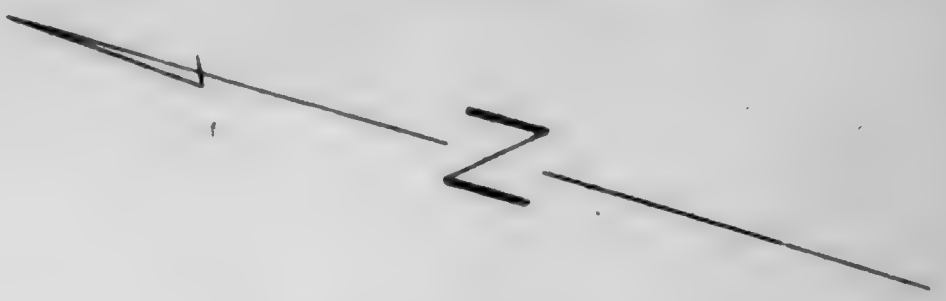
12,257.77

130 @ 59.7444 = 7766.77'

Sand

43 53 63 73 83 93

00 180.00 190.00 200.00



210 220 230

03 103 113 123 133 143 1

210+00 220+00 230+00

OREGON
STATE HIGHWAY COMMISSION
COLUMBIA RIVER BRI
@ ASTORIA
PLAN & ELEVATION
BR N° 7949 Scale 1"=100' M
LLH
DRWG N° 79

Prel Drwg No. P

220

230

Sta 238+53.77

113 123 133 143 153

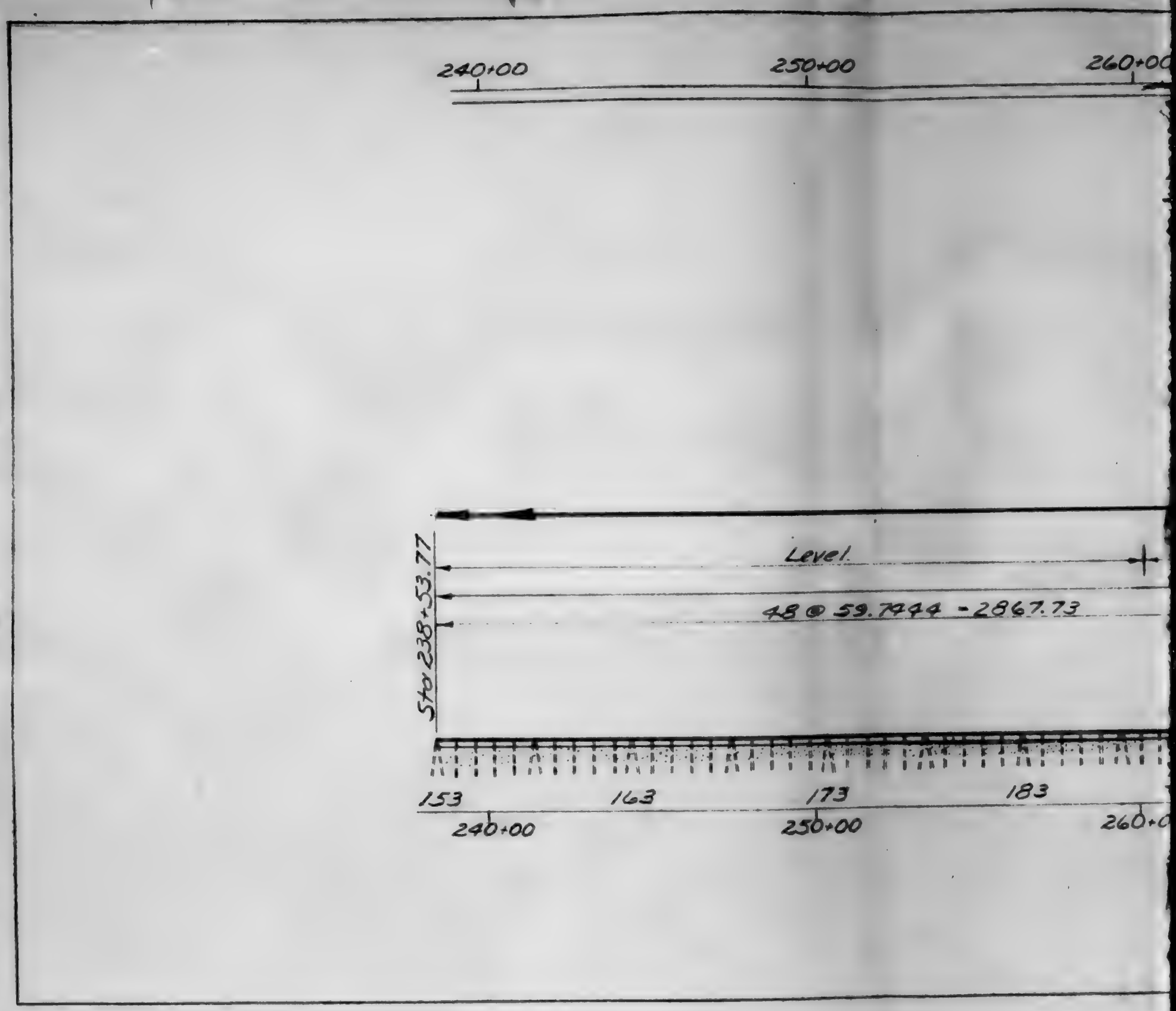
00 220+00 230+00

OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR N° 7949 Scale 1"=100' MAY 6'39"
LLH DRWG N° 7949-C

Prel Drwg No. P-1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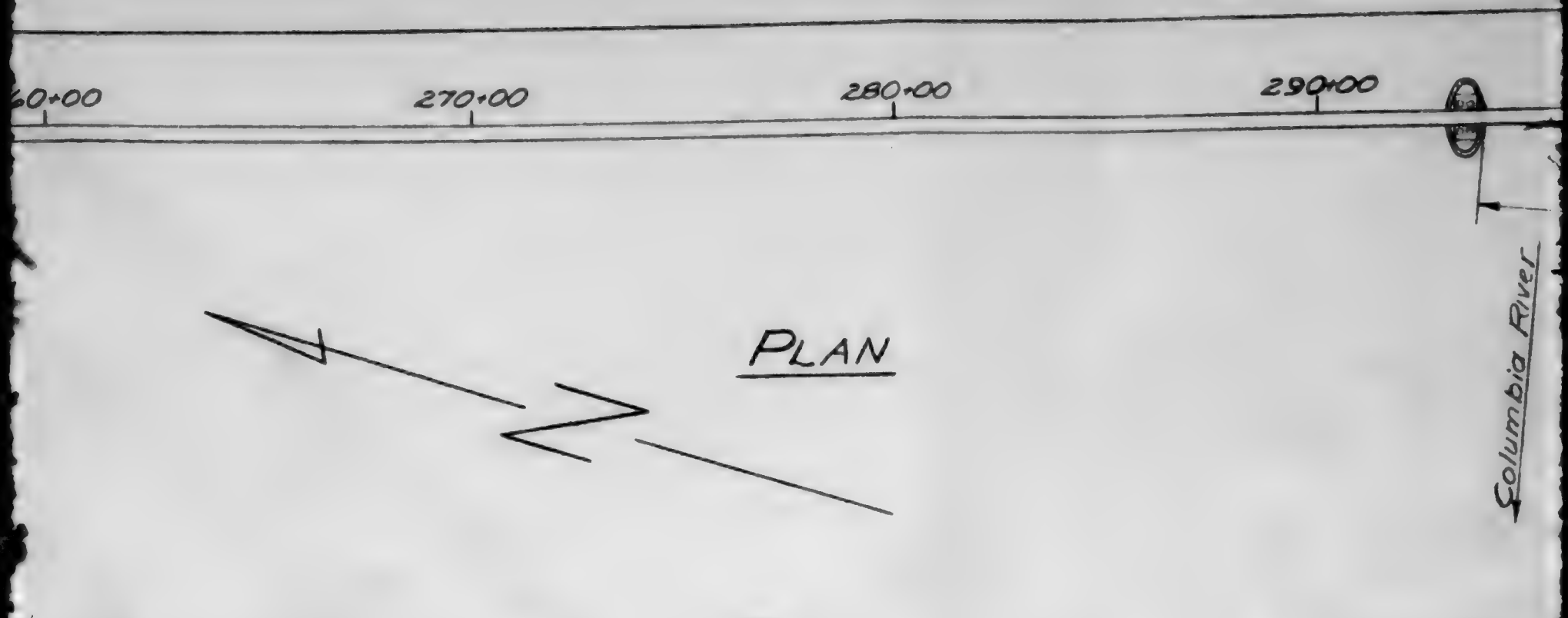

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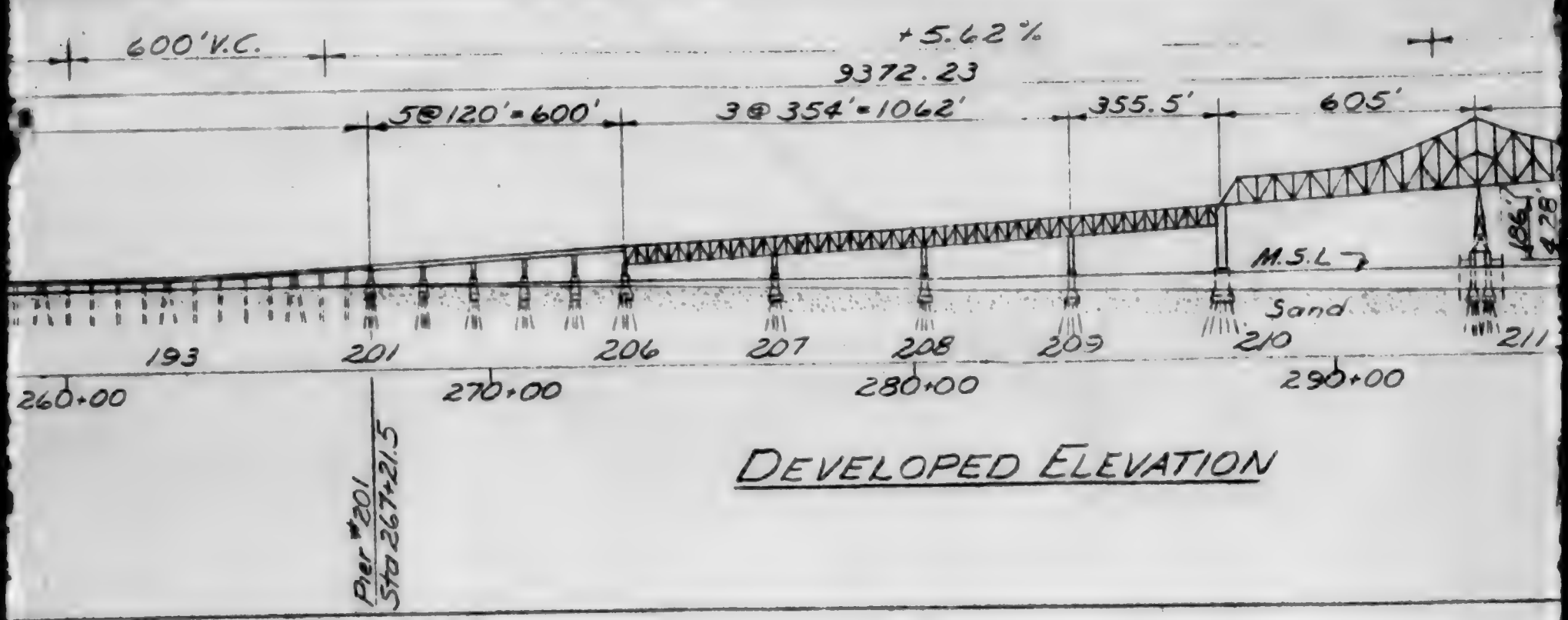

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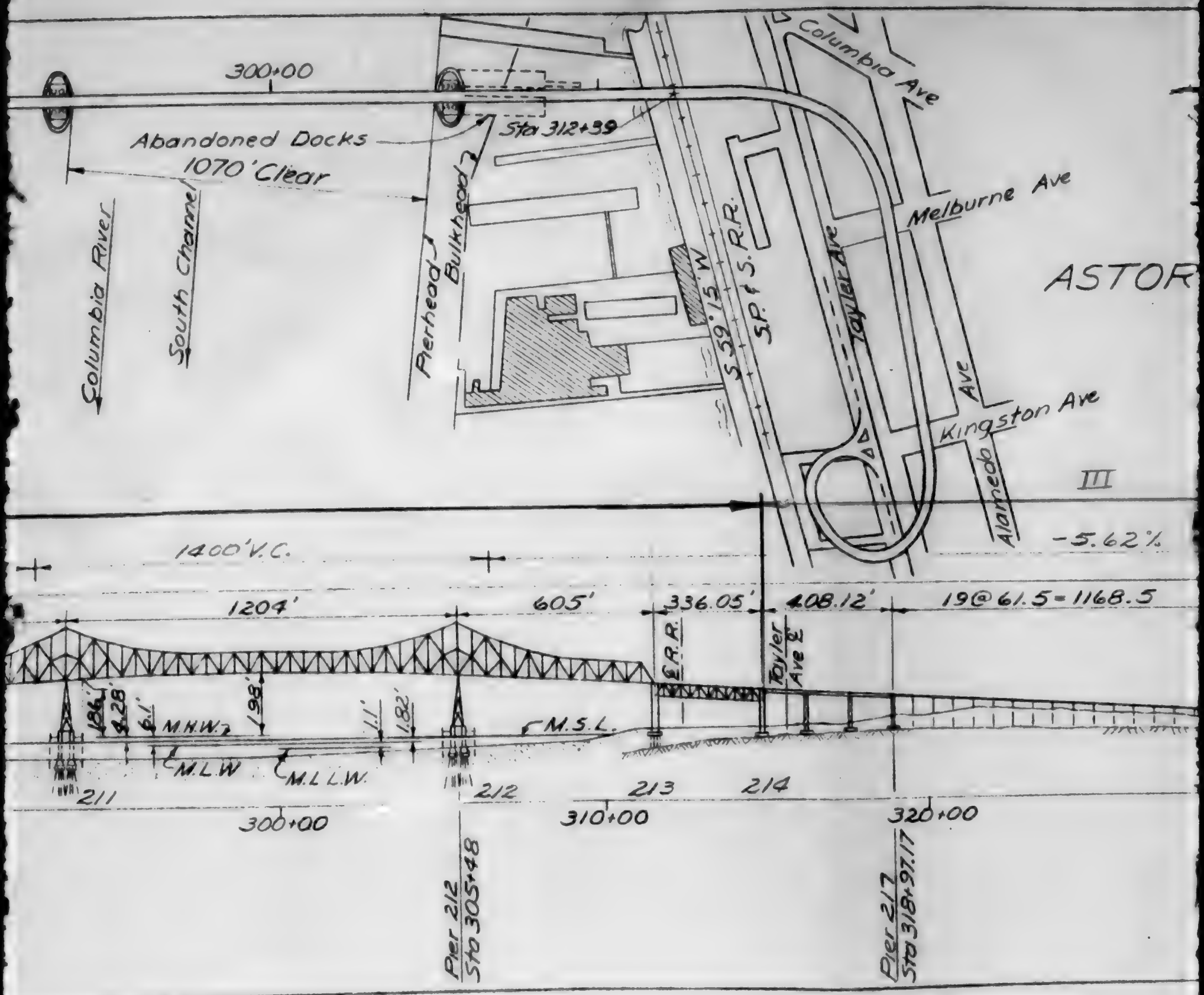
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Abandoned Docks
1070' Clear
Columbia River
South Channel
Pierhead Bulkhead
Sta 312+39
S.39°15'W
S.P. & S. R.R.
Columbia Ave
Melburne Ave
Taylor Ave
Kingston Ave
Alameda Ave
ASTOR
III
-5.62%
1400' V.C.
1204'
605'
336.05'
408.12'
19@61.5=1168.5
E.R.R.
Taylor Ave E
186'
428'
61'
M.H.W.
198'
11'
182'
M.S.L.
M.L.W.
M.L.L.W.
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213
214
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Pier 217
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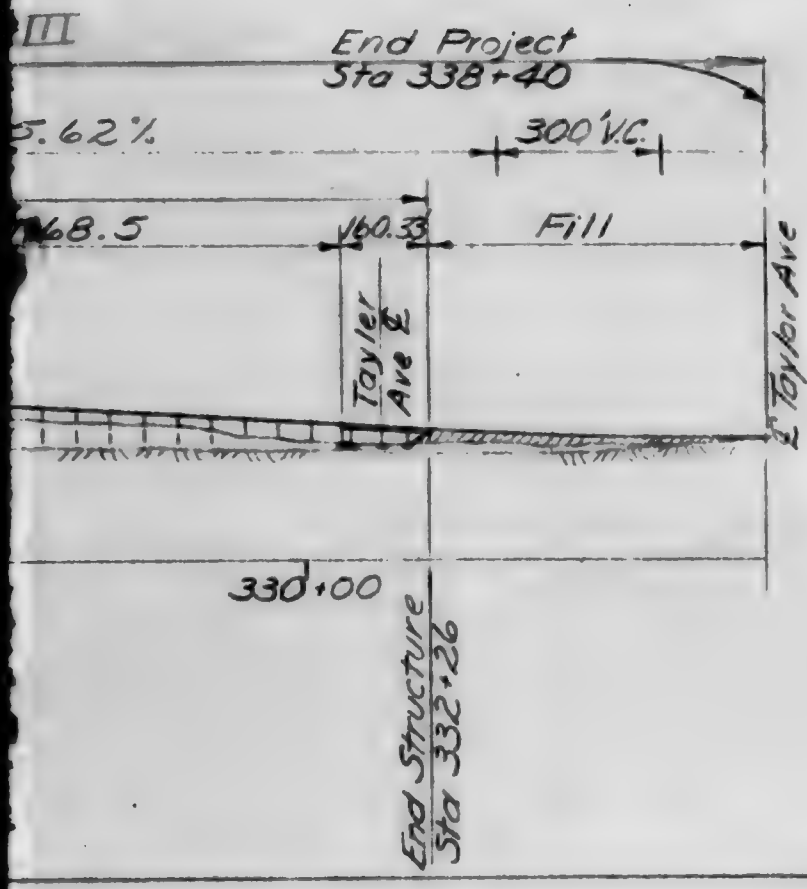


OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

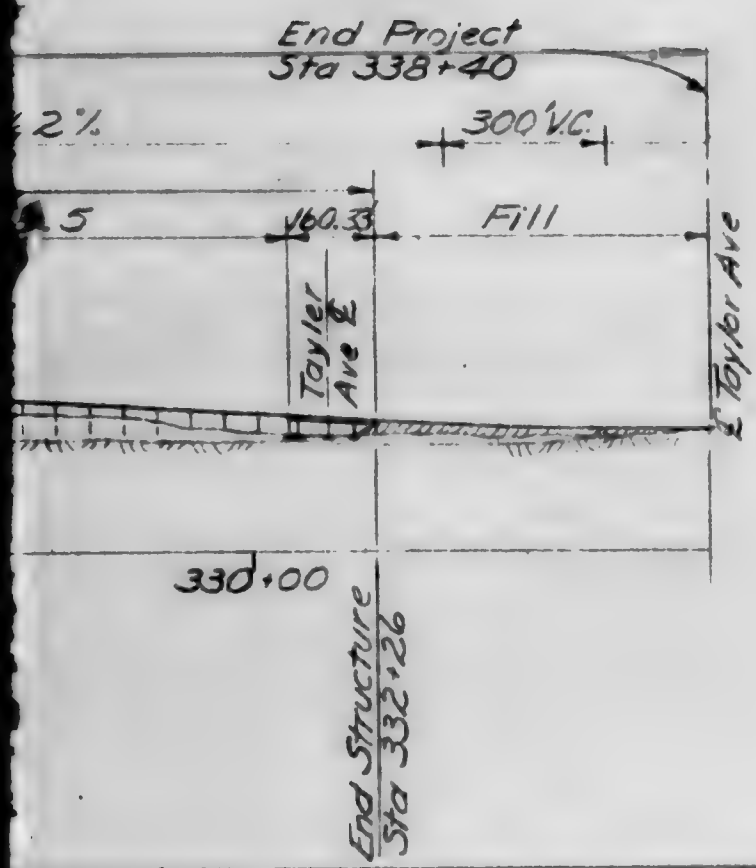
PLAN & ELEVATION

BR #7949 SCALE 1"=400' JULY 21, 1958

J.M.T. DRWG #7949-E(6)

Prel. Drwg. No. P-2

TORIA

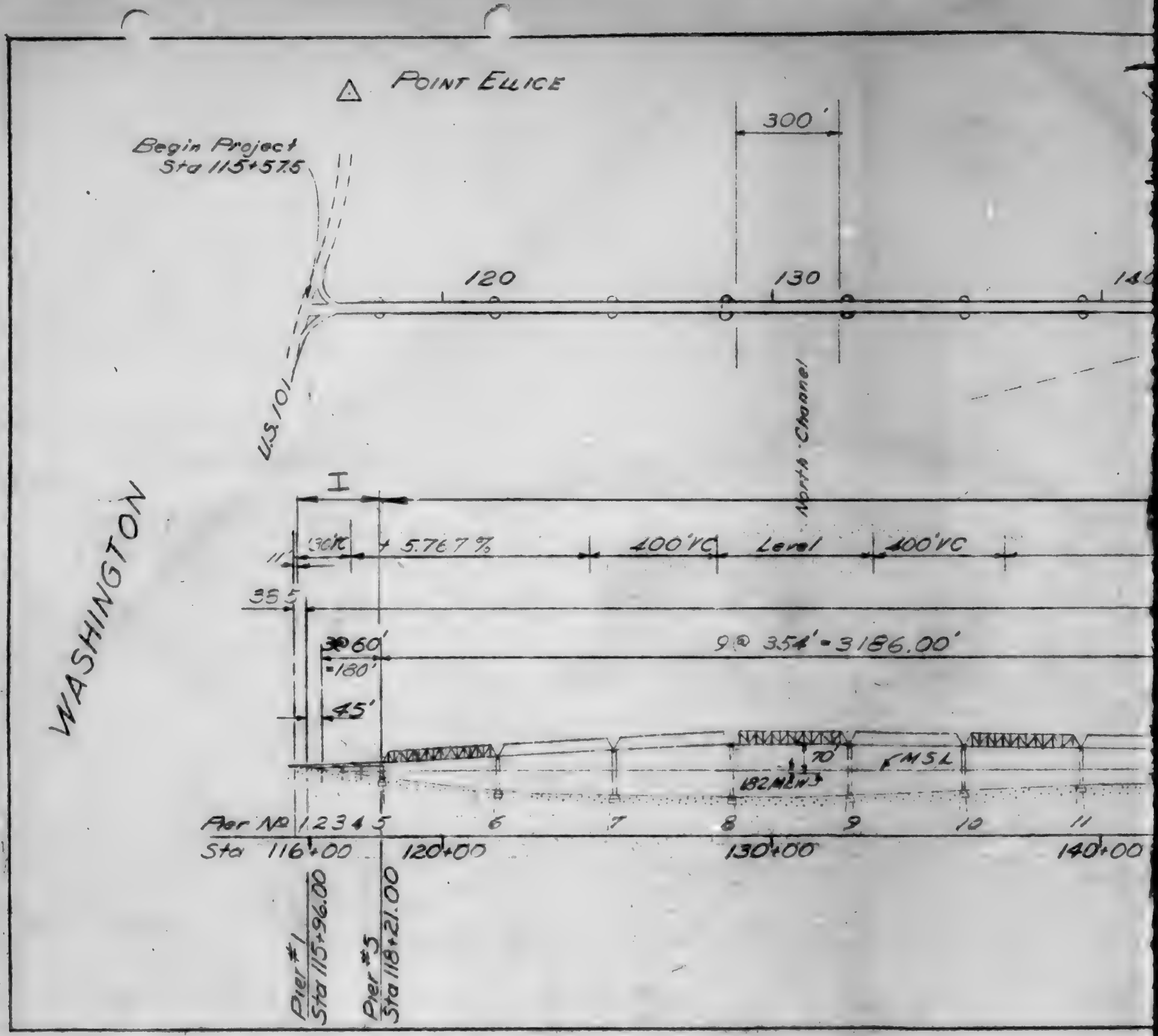


OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR #7949 SCALE 1"=400' JULY 21, 1938
J.M.T. DRWG #7949-E6)

Prel. Drwg. No. P-2


POINT ELLICE
300'
Begin Project
Sta 115+57.5
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140
U.S. 101
North Channel
WASHINGTON
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130'R
+ 5.76 7 %
400'VC
Level
400'VC
11
35.5
30
60'
180'
45'
9 @ 3.54' = 31.86.00'
70'
6" MSL
182 MEN 3
Pier No 1 2 3 4 5 6 7 8 9 10 11
Sta 116+00
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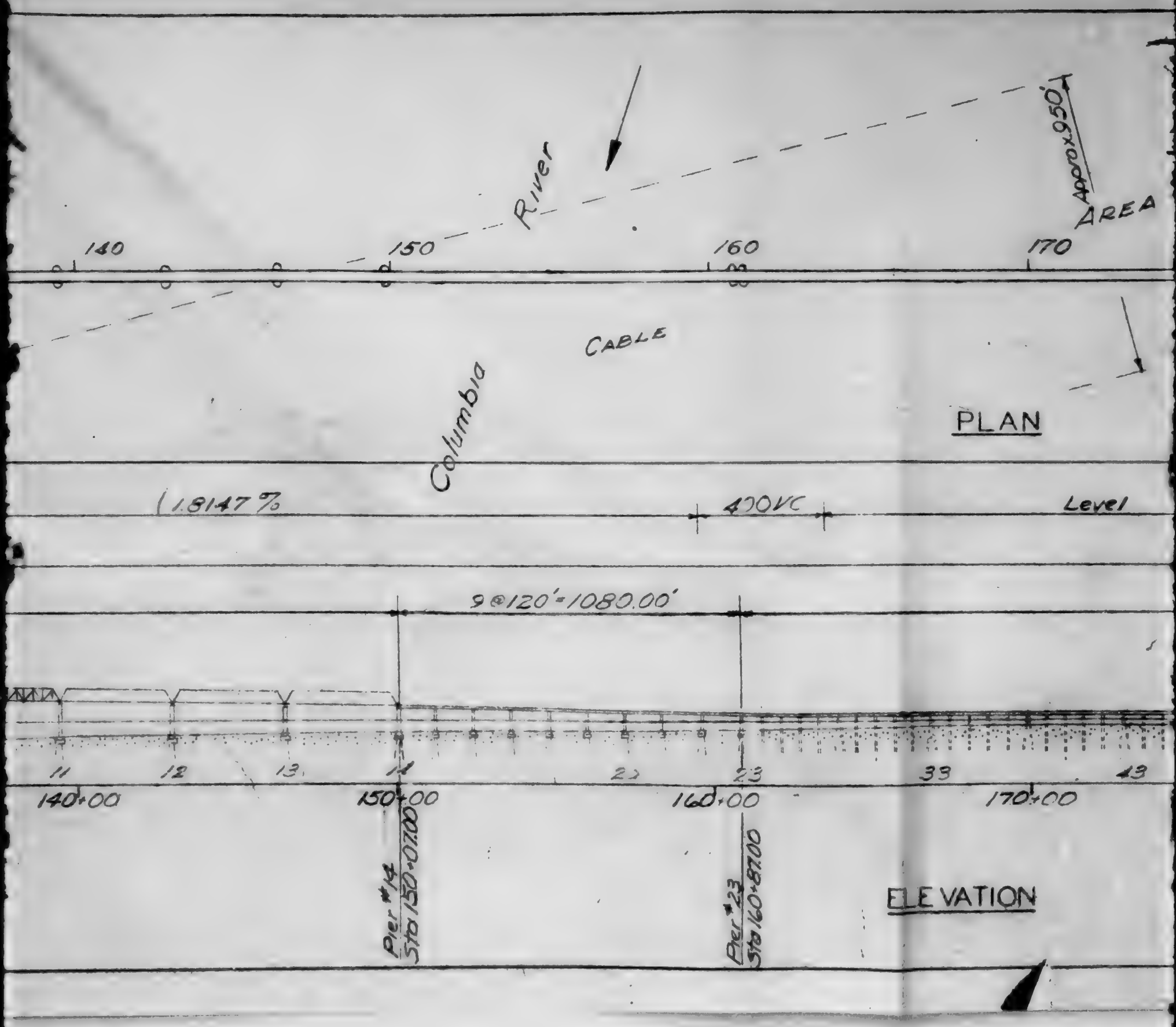
140+00
Pier #1
Sta 115+96.00
Pier #5
Sta 118+21.00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170
River
Columbia
CABLE
Approx 950'
AREA
PLAN
(1.8147 %
470 VC
Level
9 @ 120' = 1080.00'
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140+00
150+00
160+00
170+00
Pier #14
Sta 150+00.00
Pier #23
Sta 160+87.00
ELEVATION

AREA

180 190 200

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Level

Level

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130 @ 59.7444 = 7766.77'

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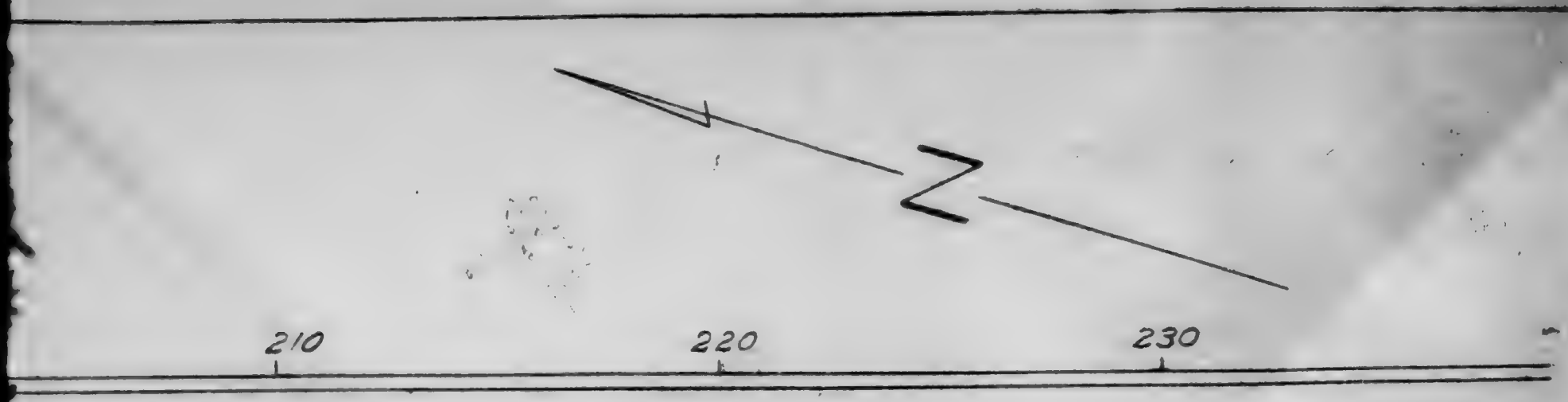
180+00 190+00 200+00



Sta 238+53.77

103 113 123 133 143 153

210+00 220+00 230+00

OREGON
STATE HIGHWAY COMMISSION
COLUMBIA RIVER BRIDGE
@ ASTORIA
PLAN & ELEVATION
BRN° 7949 Scale 1"=400' MAY
LLH
DRWG N° 7949

Prel Drwg No. P-1

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Sta 238+53.27

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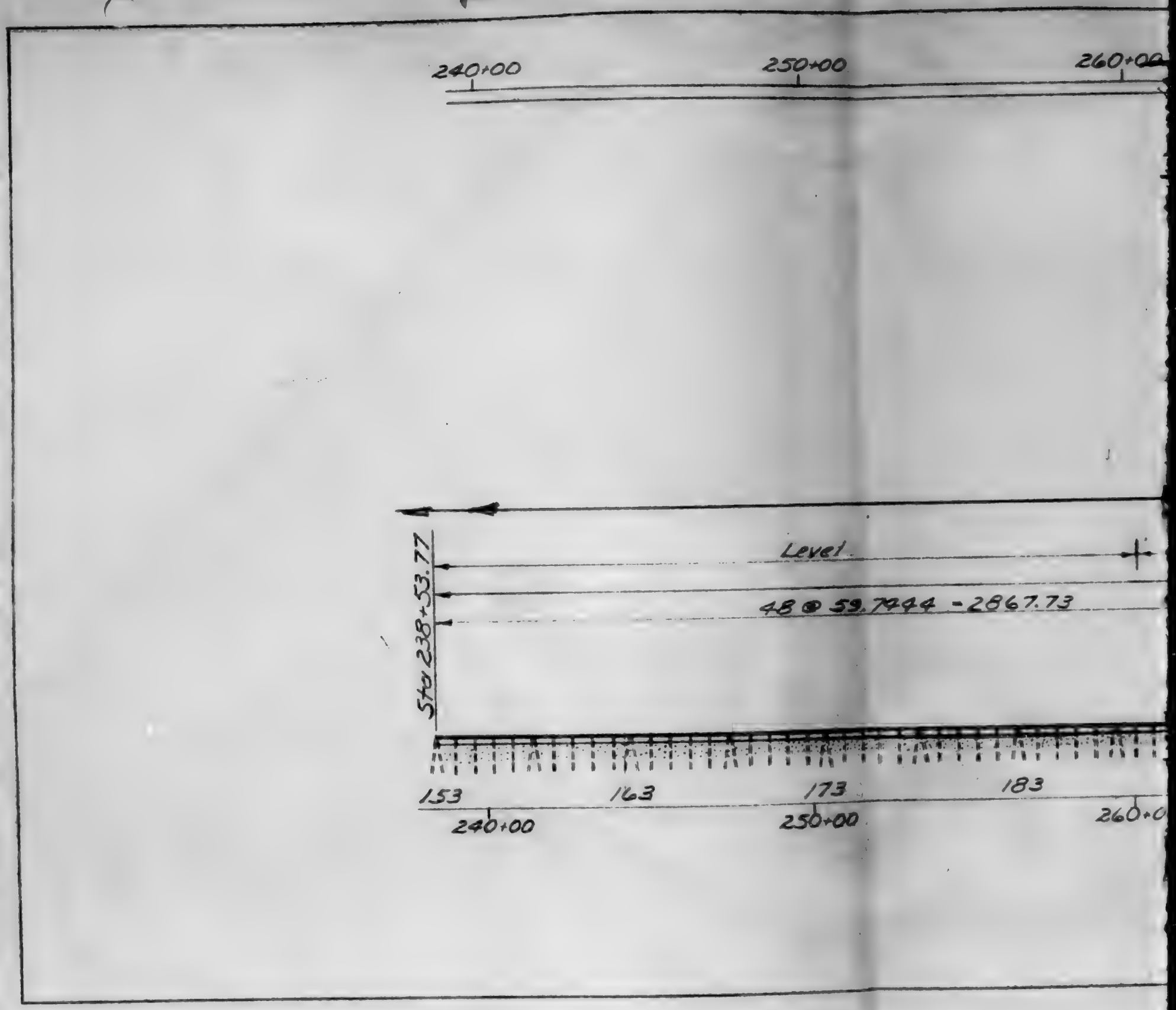
OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR N° 7949 Scale 1"=100' MAY 6 '39"
LLH

DRWG N° 7949-C

Prel Drwg No. P-1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48 @ 59.7494 = 2867.73
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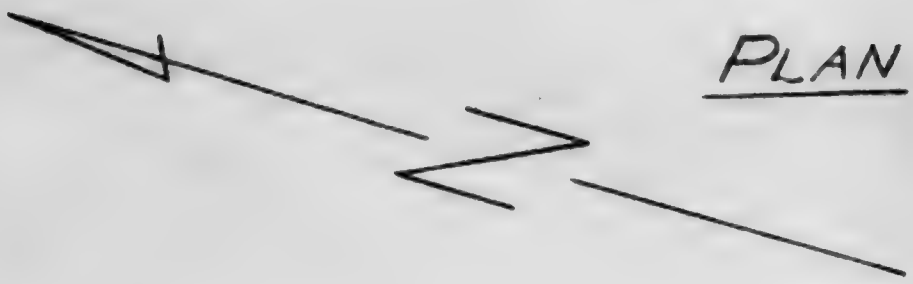
260+00 270+00 280+00 290+00

Columbia River



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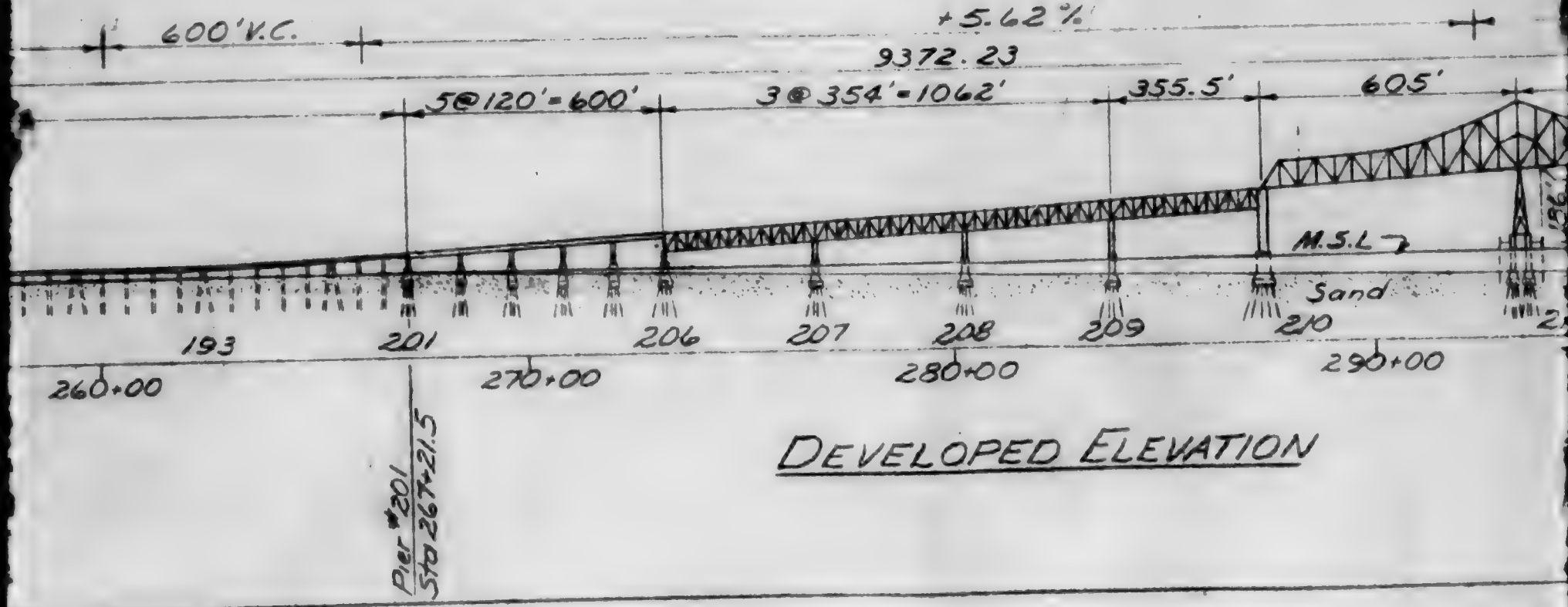
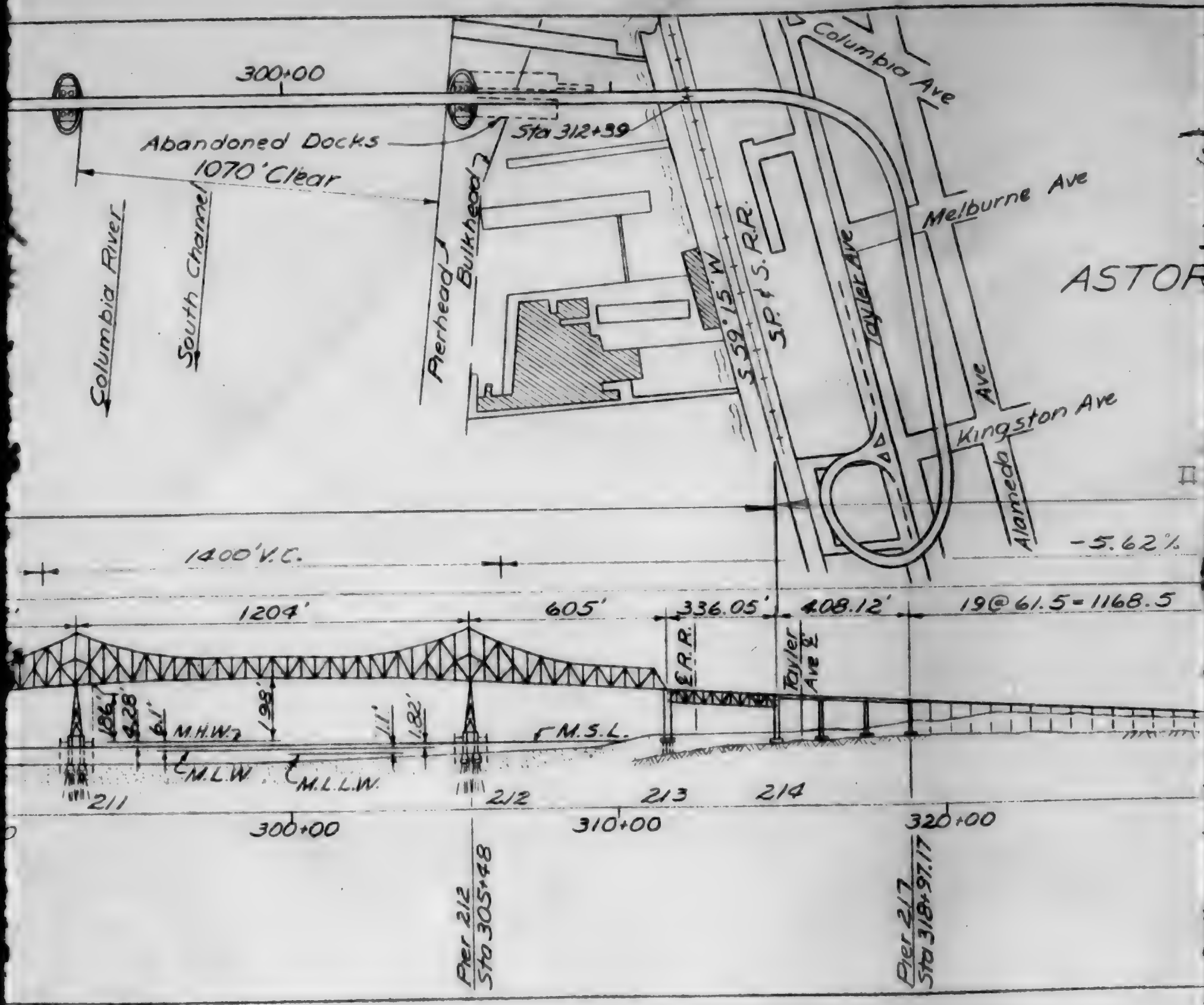


DEVELOPED ELEVATION


300+00
Abandoned Docks
1070' Clear
Columbia River
South Channel
Sta 312+39
Aerhead Bulkhead
S.59°15'W
S.P. & S. R.R.
Columbia Ave
Taylor Ave
Melburne Ave
Kingston Ave
Alameda Ave
ASTOR
1400' V.C.
-5.62%
1204'
605'
336.05'
408.12'
19@61.5=1168.5
E.R.R.
Taylor Ave E
186'
228'
61'
M.H.W.
198'
111'
182'
M.S.L.
M.L.W.
M.L.L.W.
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214
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310+00
320+00
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Pier 217
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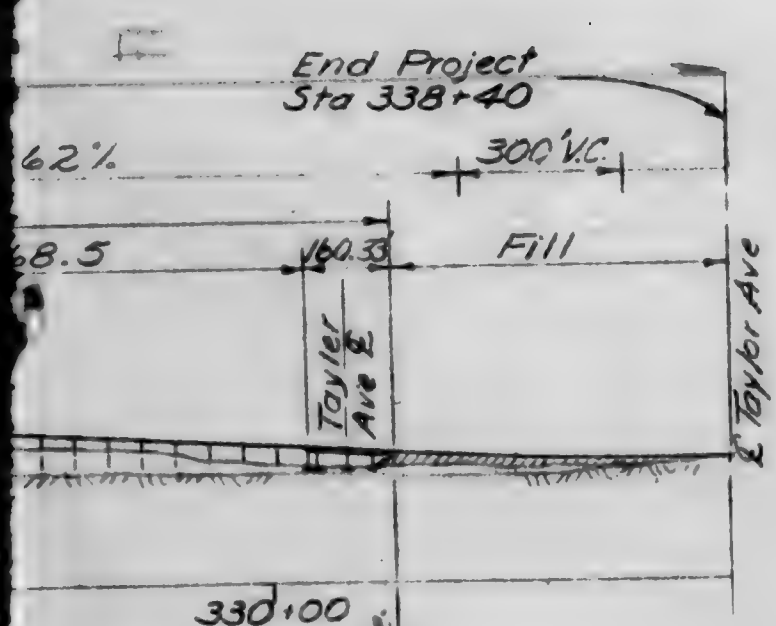
TORIA



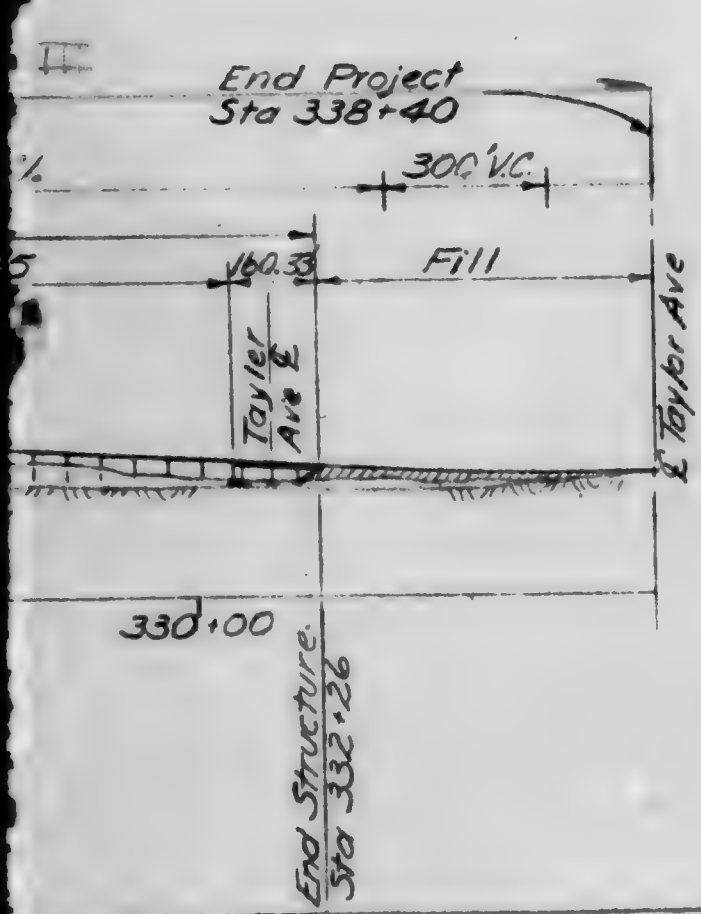
OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR #7949 SCALE 1"=400' JULY 21, 1958
J.M.T. DRWG # 7949-E61

Prel. Drwg. No. P-2

ORIA



OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR #7949 SCALE 1"=400' JULY 21, 1958
J.M.T. DRWG #7949-E6

Prel. Drwg. No. P-2

△ POINT ELLICE

Begin Project
Sta 115+57.5

3.00'

120 130 140

U.S. 101

North Channel

WASHINGTON

I

3.00 5% 7% 400'VC Level 400'VC

30 60'

45'

Sta 3+54 = Sta 5[illegible].00'

70 NSL

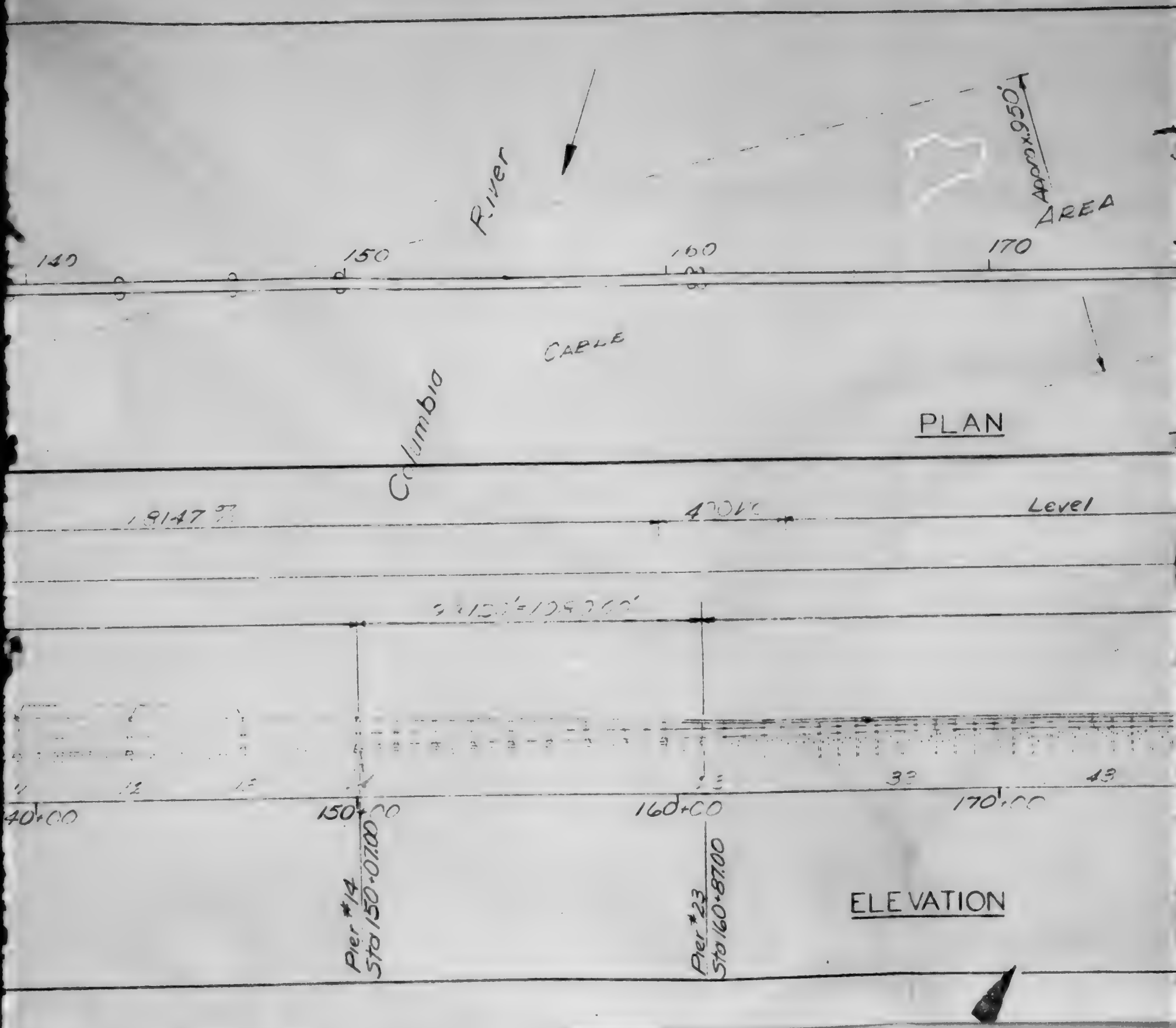
482.42'

Pier Nº 1 2 3 4 5

Sta 116+00 120+00 130+00 140+00

Pier #1
Sta 115+96.00

Pier #5
Sta 118+21.00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150
160
170
River
Columbia
CABLE
AREA
PLAN
Level
Pier #14
Sta 150+07.00
Pier #23
Sta 160+87.00
40+00
150+00
160+00
170+00
ELEVATION

A

180 190 200

II

Level

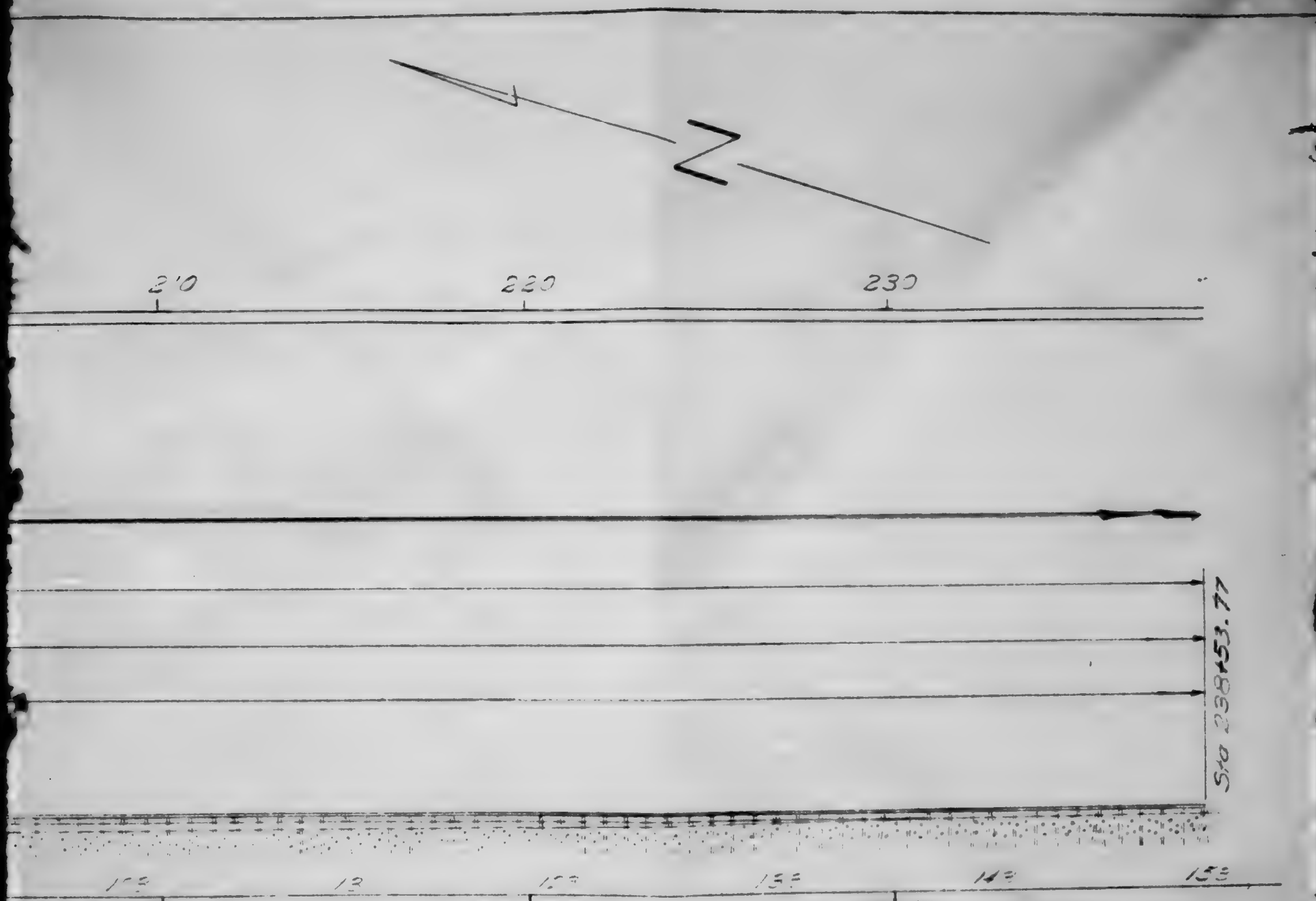
12,257 77

130 @ 59.7477 = 7766.77'

Sand

43 53 63 73 83 93

180+00 190+00 200+00



OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA
PLAN & ELEVATION
BRN° 7949 Scale 1"=40' MAY 6 '39
LLH

DRWG N° 7949-C

Prel Drwg No. P-1

N

220

230

Sta 233+53.77

12

13

14

15

00

220+00

230+00

OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR N° 7949 Scale 1"=40' MAY 6 '39
LLH

DRWG N° 7949-C

Prel Drwg No. P-1

240+00

250+00

260+0

Level

48 @ 59.7944 = 2867.73

Sta 238+53.77

153

163

173

183

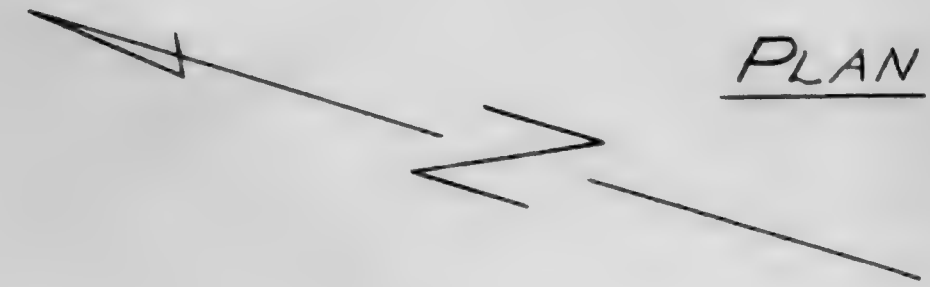
240+00

250+00

260+

260+00 270+00 280+00 290+00

Columbia River



PLAN

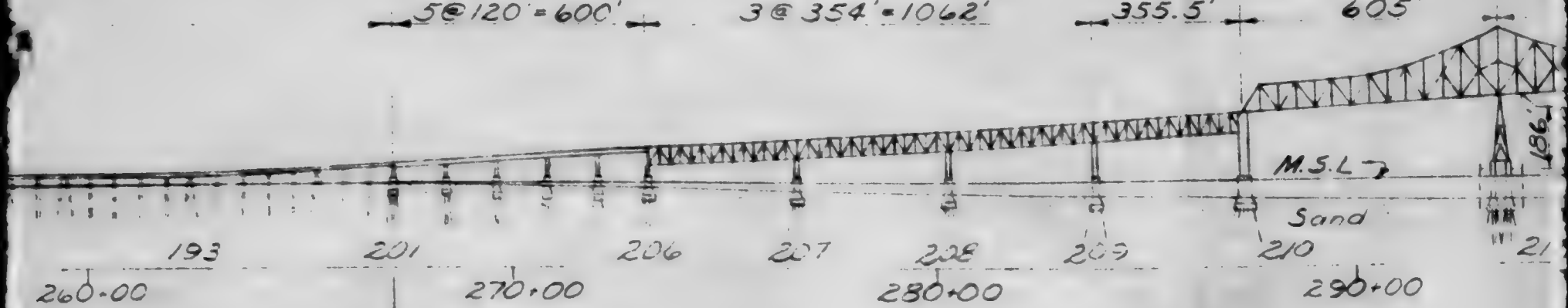
II

600' N.C.

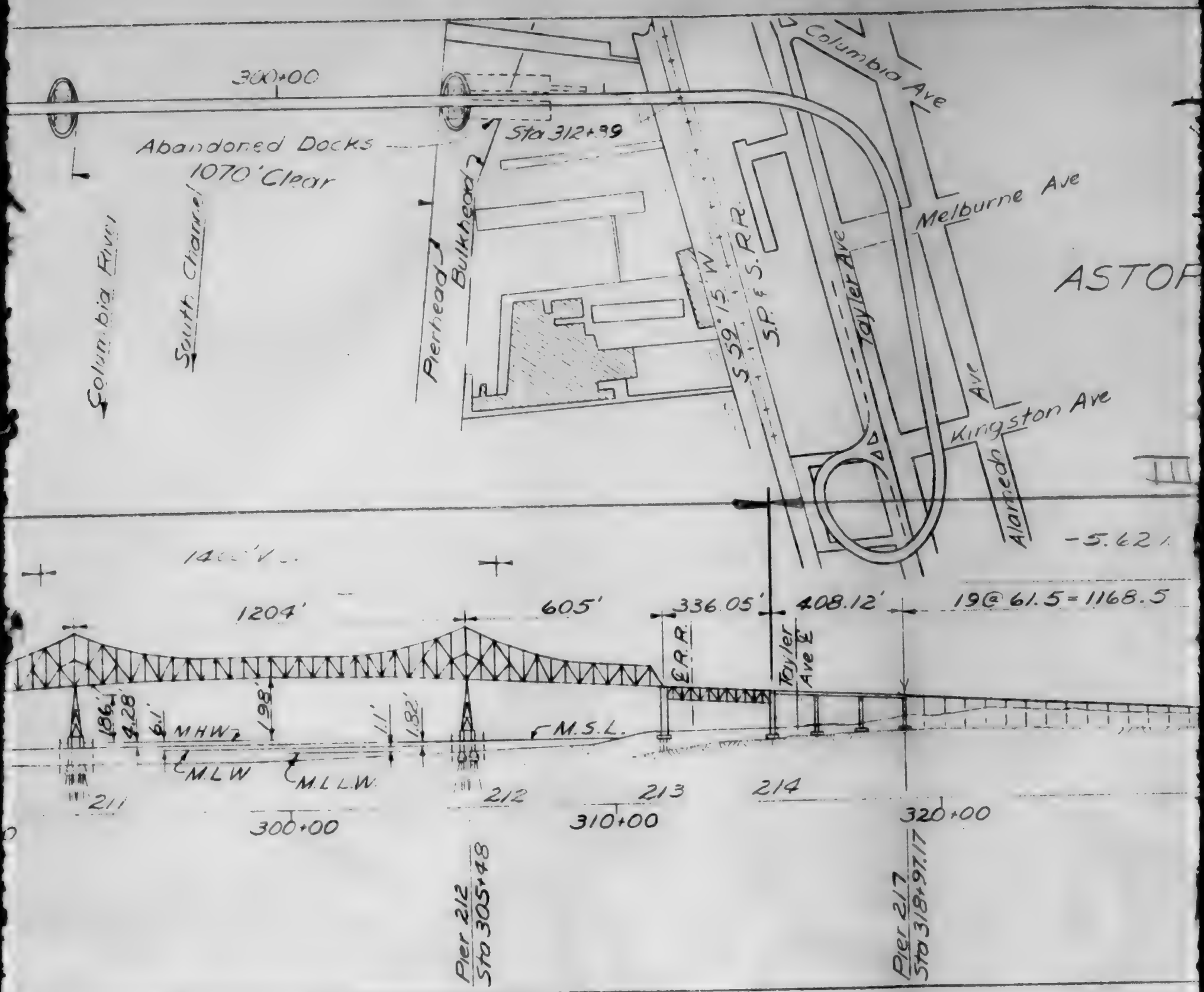
+5.62 ↑

9372.23

5@120'=600' 3@354'=1062' 355.5' 605'

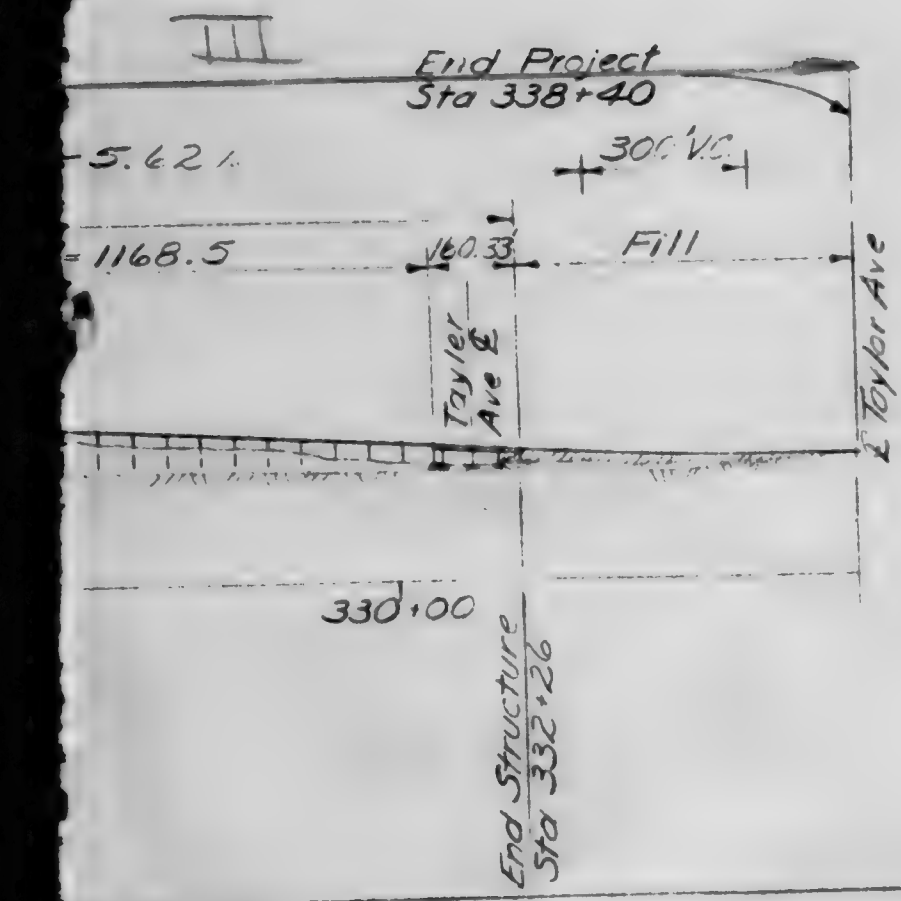


DEVELOPED ELEVATION


300+00
Abandoned Docks
1070' Clear
Columbia River
South Channel
Pierhead
Bulkhead
Sta 312+99
S 59° 15' W
S.P. & S. R.R.
Columbia Ave
Taylor Ave
Melburne Ave
Kingston Ave
Alameda Ave
ASTOR
-5.62'
1204'
605'
336.05'
408.12'
19@ 61.5 = 1168.5
E.A.R.
Taylor Ave E
196'
428'
61'
198'
11'
182'
M.H.W.
M.S.L.
M.L.W.
M.L.L.W.
211
212
213
214
300+00
310+00
320+00
Pier 212
Sta 305+48
Pier 217
Sta 318+97.17

ASTORIA

Ave



OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE @ ASTORIA

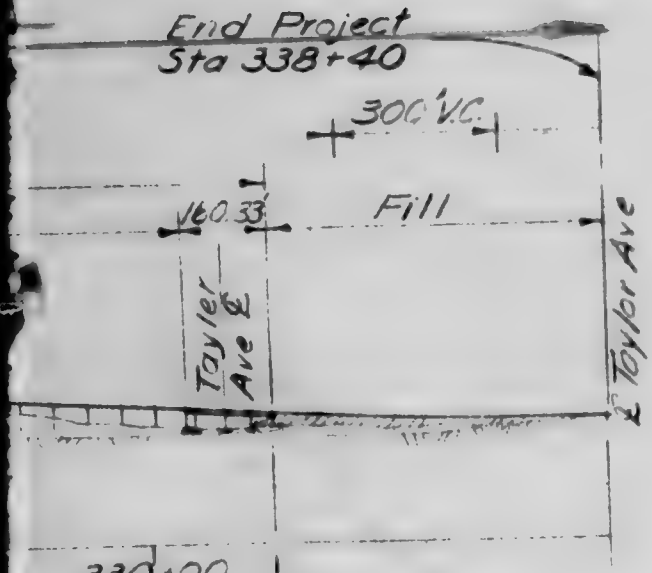
PLAN & ELEVATION

BR #7949 SCALE 1"=400' JULY 21,19

J.M.T. DRWG #7949-E

Prel. Drwg. No. P-2

RIA



OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BR #7949 SCALE 1"=400' JULY 21, 1958
J.M.T. DRWG # 7949-E(6)

Prel. Drwg. No. P-2

RECEIVED
AUG 2 - 1960
FOR FILING

NPPKC-1.4
NPP 800.6(Col. Riv.-Bridges)-7.

29 July 1960

Oregon State Highway Department

Salem, Oregon

Gentlemen:

Thank you for your letter of 27 July 1960 requesting an extension of time for commencing and completing construction of a bridge across Columbia River between Astoria, Oregon, and Point Ellice in the State of Washington.

Condition Three of the instrument of approval for the location and plans of the bridge signed by the Acting Assistant Chief of Engineers for Civil Works, by direction of the Assistant Secretary of the Army on 18 September 1958 and 29 September 1958, fixed the times for commencing and completing construction of the bridge at 29 September 1960 and 29 September 1962.

This is to certify that the Chief of Engineers and the Under Secretary of the Army extended the time for commencing and completing construction of the bridge to 29 September 1962 and 29 September 1964. All other conditions of the original instrument of approval remain unchanged.

Very truly yours,

JOHN F. KINGEL
Lt. Colonel, Corps of Engineers
Acting District Engineer

8/1/60
Original to
Bridge Div.

RECEIVED
JUL 28 1960
FOR FILING
Coast
Bridge
Interstate

July 27, 1960

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

RE: Proposed Columbia River Interstate Bridge, Astoria, Ore.-Megler, Wash.

The permit for the construction of this bridge issued to the Oregon State Highway Commission, Washington State Department of Highways, and Washington Toll Bridge Authority dated September 29, 1958 carries a two year limitation to start construction of the bridge. As now written the permit would expire September 29, 1960. We will not be able to start construction on the project by the expiration of the permit. It is requested that the limiting starting time be extended for a two year period.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Petersen
Assistant State Highway Engineer

cc: Mr. W. A. Boggs
Mr. D. B. Hedges
Mr. I. D. Merchant

FORM E-120-X 75M

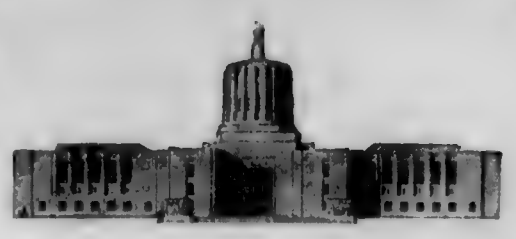
RECEIVED
JUL 21 1960
FOR FILING

F 605.1 (1-c)

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

L 21 of

W. C. Williams



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

July 21, 1960

Mr. Thomas R. Garlington
Special Assistant
Attorney General
Olympia, Washington

Re: Astoria-Megler Toll Bridge

Dear Mr. Garlington:

This is to acknowledge receipt of your letter of July 19, together with the proposed bill to be introduced in the Washington legislature at its next meeting relative to the construction and operation of the Astoria-Megler Bridge.

I would be more than happy to meet with you at 1:30 P.M., on the date of the 28th, and would suggest that you meet me at my office in Salem, since there are others who would like to be in on the conference. Our facilities here for discussion are much better than we would find in Portland.

Might I also suggest that you bring with you such engineers as would be interested in this matter, since it is my feeling our engineers should be in attendance.

Looking forward to seeing you at this time. With kind personal regards, I remain,

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:ab
Encl.
cc: F. Cooper
W. C. Williams ✓
G. Rohde

RECEIVED
JUL 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Williams

RECEIVED
APR 22 1960
LEGAL DEPT.

DEC FILES
603-1(16)
6268

CARL MARCY, CHIEF OF STAFF
DARRELL ST. CLAIRE, CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

April 18, 1960

NOTED
W. G. WILLIAMS

Mr. L. I. Lindas
Chief Counsel
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Lindas:

You will recall that last year we corresponded concerning the proposed study of the Columbia River channel between Astoria and Megler, Oregon.

On April 13, 1960, I requested the Appropriations Committees of the Senate and House to approve $5,000 with which to initiate this study. As you probably know, nothing was requested in the President's budget this year for this study but I shall do everything possible to obtain favorable consideration of this request by the Committees.

With kindest regards,

Sincerely,

Wayne Morse

Wayne Morse

WM:ef

RECEIVED
DEC - 7 1959
FOR FILING

F-6.03-1(15)

6368

STATE HIGHWAY COMMISSION MEETING

Delegation R. J. Bettendorf, Mgr. of Port of Astoria, re plans for construction of a bridge across the Columbia River at Astoria and if there have been any developments since his appearance before the Commission on September 25. (Agenda Item 3d-3).

Date Nov. 6, 1959

Time 11:15 a.m.

Name	City or Town	Capacity
R.J. Bettendorf	Astoria	Mgr. Port of Astoria

RECEIVED

STATE HIGHWAY COMMISSION MEETING

Delegation R. J. Bettendorf, Mgr. of Port of Astoria, and others, re matters pertaining to a proposed bridge across Columbia River between Astoria and Megler.

Date September 25, 1959

Time 10:45 a.m.

Name	City or Town	Capacity
R. J. Bettendorf	Astoria Oreg.	Mgr. Port of Astoria
Charles DeFoe	Astoria, Oregon	Mgr. Chamber of Commerce

NOTED
FLOYD QUERY

RECEIVED
SEP 11 1959
FOR FILING

September 10, 1959

[illegible] to Highway Commission.

Gentlemen:

I attach hereto a copy of a report submitted to Mr. Linden by [illegible] A. Tooze of the firm of Euler, Dyrud, Winfree & Sunkin, having reference to the $2[illegible],000 in bonds authorized by the Oregon Legislature for the Astoria Bridge and the $4,000,000—while not specifically earmarked—intended for use on Highway 42. I also submit to you a copy of a letter addressed to me by Mr. Linden, setting forth his interpretation of the bond counsel opinions.

I believe that the facts are quite clear. In that in so far as the Astoria Bridge is concerned it will necessarily remain in status quo until at least the [illegible] session of the Legislature in both the states of Oregon and Washington. The question as to whether the authorization for the bonds might be unconstitutional arises from the fact that the $2[illegible],000 bond issue authorized was specifically earmarked for the Astoria Bridge. In the other bond issues, such as the $12,500,000 for Highway 101 in Curry County and the $4,000,000 for Highway 42, there was no specific mention or requirement that the moneys be expended on these highways, so that I presume those Acts are constitutional. However, as you know, it was specifically stated by the Legislature that it was the intent that the moneys be spent on Highway 101 and Highway 42 but did not so spell out the requirement in the authorization bills.

Count R/W
Coos Bay-
Roseburg
Spec.

Now as to the $4,000,000 bonds authorized for Highway 42, it seems quite clear that this money can only be used to match federal funds as they become available. We certainly we cannot take $4,000,000, which is practically all of the primary federal funds allocated to Oregon, to be used in conjunction with the $4,000,000 bond issue, neither do I believe that it was the intent of the Legislature, or should it be at all desirable, to take even all of the primary federal funds allocated to Division No. 3. I think we should fully discuss this matter at the next meeting of the Commission, but as of the moment the only out that I can see is that we could probably allocate some $600,000 or $700,000 of Division No. 3 federal-aid primary funds to Highway 42 and sell bonds periodically as necessary to provide the match moneys. Some $600,000 represents about 40 per cent of the federal primary funds available to Division No. 3. Demand any more than that amount be allocated is questionable, as the revenue from other sections of Division No. 3 would probably be prompt and

mentive. Under such a schedule, it would, of course, take about 10 years to rebuild Highway 42, but this is not out of line in comparison with the length of time it is going to take to rebuild all of the sub-standard highways in the state. Even the interstate system, considered of such vital importance, will require more than 10 years for completion.

I have merely brought out the above facts to indicate my thinking, and I am not making any definite recommendations. This is a "tough nut to crack" and the decision will necessarily be that of the Highway Commission, and, may I say, I do not envy your position in making a decision in this matter.

Very truly yours,

N. C. Williams
State Highway Engineer

WCWisme

Enclosure

cc Mr. Leonard Lindas
Mr. C. H. Maison

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 8, 1959

SUBJECT: Chapter 386
Oregon Laws 1959

To: W. C. Williams
State Highway Engineer

O F F I C E

There is attached hereto a copy of a letter received this date from Howard A. Rankin of the law firm of Shuler, Sayre, Winfree & Rankin, Portland Trust Building, Portland, Oregon. Mr. Rankin, together with Mr. Shuler are bond attorneys, whose opinions are sought by individuals and concerns who are in the market for the purchasing of bonds issued in accordance with our statutory requirements.

You will note from the letter that they feel that the first section of the above act, which has to do with the issuance of bonds for the Astoria Bridge and the terms of which require participation by the State of Washington, cannot be complied with at the present time because the State of Washington has failed to enact sufficient legislation to authorize the execution of the contract contemplated by Sub-section 2 of Section 2 of the Act.

You will further note that the bond attorneys are concerned also with the possibility that Sub-section 1 of Section 2 could be attacked as unconstitutional for the reason that it may constitute special legislation. Although the attorneys have not specifically ruled on this point, nevertheless, if and when the Legislature of the State of Washington has enacted sufficient legislation to authorize the execution of the contract referred to in the Act, and unless the Oregon Act has been corrected in some manner to remove the objection, at that time I am quite sure this question will have to be resolved.

With respect to Sub-section 4 of Section 2 of the Act which has to do with authority to issue four million dollars worth of bonds, which, as you know, is to be used to match federal funds and for the reconstruction of State Highway 42, you will note that the bond attorneys feel that this section of the Act is separable from that portion dealing with the Astoria Bridge. It is obvious, I believe,

that the bond attorneys feel it was not the intention of the legislature to have the first six million dollars of federal funds allotted to this state to be used in the construction of Highway 42 to the exclusion of all other roads in the state to which various portions of this money would be used.

Further, I feel it is their opinion that neither was it the intention of the legislature that all federal funds allotted to the highway district in which Highway 42 is located, should be utilized in toto for the construction of this road to the exclusion of other roads in that district.

It is, therefore, my opinion that there should be an orderly allocation of federal funds in accordance with the formula heretofore used by this department, and if and when and to the extent that federal funds are allotted to the construction of this road, then, and at that time only, can bonds be issued to match those funds in accordance with the terms of this section.

L. I. LINDAS
Chief Counsel

LIL:mab

Attach:

SHULER, SAYRE, WINFREE & RANKIN
1016 PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

September 4, 1959

State Highway Department
State of Oregon
Salem, Oregon

ATT: MR. LEONARD I. LINDAS, Chief Counsel

Gentlemen:

As you requested, we have reviewed your authority to issue bonds pursuant to Chapter 386, Oregon Laws of 1959.

We are informed that the Legislature of the State of Washington has failed to enact sufficient legislation to authorize the execution of the contract contemplated by Subsection 2 of Section 2 of the Act. Therefore, your authority to issue bonds for the purposes set forth in Subsection 1 of Section 2 of the Act is not matured sufficiently to proceed at this time.

We are concerned that your authority to issue bonds for the purposes set forth in Subsection 1 of Section 2 of the Act could be attacked as unconstitutional for the reason that it may constitute Special Legislation prohibited by the Constitution of Oregon.

In regard to the bonds authorized by Subsection 4 of Section 2 of the Act, it is our opinion that this authority is separate and distinct from the bonds authorized by Subsection 1, and the latter authority would not be affected by any objection that may be raised to bonds issued for the purposes set forth in Subsection 1.

We are advised that the funds to be obtained from bonds issued pursuant to Subsection 4 of Section 2 of the Act will be applied to the reconstruction of State Highway 42 and that these proceeds will be matched by Federal funds on a 40/60 ratio.

In our opinion, the bonds authorized by Subsection 4 of Section 2 may be issued from time to time only as Federal matching funds are allocated to this particular construction project.

Very truly yours,

SHULER, SAYRE, WINFREE & RANKIN

By: Howard A. Rankin

HAR:hml

COPY

Jan 20 (?)
by LLW

	202,811	350,000	- 40,181
2	198,822	5,202,[illegible]	+ 4,595,825
3.	1,522,171	3,180,396	+ 346,775
4	7,650,220	4,016,342	+ 3,633,078
5.	10,000	150,000	- 5,000
6.	95,100	95,100	+ 400
7.	6,000	40,000	- 32,000
8	15,000	20,000	- 15,000
9	—	20,000	- 20,000
10	—	20,000	- 20,000
11	97,100	50,000	+ 47,000
12	—	656,237	- 656,237

II

	200,000	200,000	+ 35,000
2	—	20,000	- 20,000
3	2,823,579	829,378	+ 1,994,201
	—	431,000	+ 431,000
	$25,012.21	$102,350.00	+ 10,309,861.

Ultimate Comparison

I No detailed estimate made by U.S.

II South Channel, Superstructure

Items 1&2

State 12,000,000# @ .21 = 2,786,000

U.S. 7,680,000# @ .21 = 1,612,800

$ 372,100

Items 3 thru 7

State 3,650,000# @ 80 = 2,944,000

D.E.S. 1,390,000# @ 80 = 1,119,250 $1,824,750

Note

D.E.S. = 1,496,000# x 1.15 = 11 sp. in or = 6½" slab

10,084 LFT x 148

= 10" slab

(100 psf) = 10" slab

Items 12, 14, 15, & 16 No major difference

State - 363,614

D.E.S. - $ 455,495 - $ 91,881

U.S. unit price on remaining 0.11 & 2 items

Each cost 81% are .02 of $5.00 more likely

lower.

560 m² unit by weight comparison

Item 13

State - 4,833,000# x .29 = 1,401,570

D.E.S. - 1,378,000# x .26 = 358,280

Should be .31 1,043,290 + $1,043,290

or - 8 [illegible]

Overhead

3% mobilization N/A U.S. : 203,406.

1-70' span @ 2,100' span time factor : 48,600

$4,000,007

Estimate for ... (cont'd)

Section 1-6

... = 108,800.
... = 28,800.
1,136,600

Dec. ... $ 81,000!
... 70,720
... 10,250
... 1,300
10,250
1,171,270 + 164,830

Quantity.
... 218,10
State ... = $ 99,700
(... Dec. ...)

Dec. Tons ... $4,357 =
Cost ... 93,360 $ 188,717
+ 10,483

Price of .70 + 35.00 ... ton
for ... mile
Price of 40 = 60.00 ... ton
... per ...

Item 11.8.12 Base ... (... cu. yds.)
Line ... = 1,400,000 x .13 = 182,390.00
Cost = 6,000.00
188,390.00
Dec ... = ... = 5,375.00
... 313.00
... 5,375 + 87,715

Omitted per tender ... + 326,800
+ $589,825
TOTAL II did $4,589,832.00

II Decimal Equivalents

As Estimated Estimate Shown

= $ 348,775

Steel

Our LF+ price would be $317.60

IV

Item 1

Item 2

Item 3

Item 4

Item 5

Item 6

Item 7

Item 8

Item 9

Item 10

Item 11

Item 12

Item 13

Item 14

Item 15

Item 16

Item 17

Item 18

Item 19

Item 20

Item

RECEIVED
AUG 28 1959
FOR FILING

August 28, 1959

Mr. William H. Cunningham
City Manager
City of Astoria
City Hall
Astoria, Oregon

Dear Mr. Cunningham:

Under date of July 29, you submitted a number of inquiries relative to the present or future status of the proposed Lower Columbia River Bridge which was provided for by the last legislature in Chapter 386, Oregon Laws, 1959. We have delayed a reply, hoping to be able to quote the opinion of bond attorneys to whom the question has been submitted. As yet, we do not have a formal opinion; however, we do have the benefit of the bond attorneys' thoughts applicable to the financing of such a bridge by the sale of bonds provided for in the aforementioned act.

It is the opinion of our staff attorneys that the financing of construction of the bridge by bonds, sold pursuant to the authority of Chapter 386, is dependent upon a binding obligation on the part of the State of Washington, pledging that state to pay not less than 50 percent of the principal and interest on the bonds, together with the cost of maintenance and operation to the extent that revenue from tolls is insufficient to pay such charges. The Attorney General of the State of Washington has ruled that not only is there no statute in that state authorizing the Washington State Highway Commission or the Toll Bridge Authority to enter into such an agreement, but also that the legislature would be prohibited by the Washington Constitution from enacting such a statute.

It would appear, therefore, that any mode of financing the structure which is dependent upon the sale of bonds under Chapter 386 is curtailed until a subsequent legislative session. There seems to be no alternative to the foregoing statement. Furthermore, there is a possibility that the Oregon act may be held invalid as special legislation contrary to the constitution.

The only alternative in the matter of financing is the use of other statutes in Washington and Oregon which depend upon the sale of bonds to be repaid from toll revenues only. In addition to the practical question of whether the revenues would support the sale of bonds,

the attorneys have pointed out certain legal difficulties, stemming from divergent provisions in the statutes of the two states. For instance, under the Washington Act all of the revenue from tolls must be secured by an exclusive lien on the toll revenue, whereas, under the Oregon Statutes the toll revenues must be divided equally between the two states.

From a study of the opinions rendered by the legal staffs of both states, I think it would be fair to say that revised legislation will be required in both Oregon and Washington if a bridge is to be erected jointly by the two states through the sale of bonds.

As for your inquiry relative to the sale of bonds for other highway purposes included in the act providing for bridge bonds, this is a matter of statutory construction. Our attorneys are of the opinion that the two matters are severable and in no way dependent upon one another. It is my understanding that this view is shared by the private bond attorneys; however, we are still awaiting their formal opinion on this question.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. R. J. Bettendorf
General Manager, Port of Astoria

Mr. W. C. Williams
Mr. George E. Rohde

GER:hg

RECEIVED
AUG 31 1959
FOR FILING

Salem, Oregon
August 4, 1959

Columbia River Bridge
at Astoria

Mr. George Rohde

Herewith copy of a letter from Mr. William H. Cunningham, City Manager of Astoria, concerning the proposed Columbia River Bridge at Astoria. Since most of the information requested is covered in the report which you made to the Highway Commission some time ago, I am asking that you draft a letter for Mr. William's signature in answer to Mr. Cunningham's request.

GSP:gm
Attach.
cc Mr. W. C. Williams

G. S. Paxson

City of Astoria, Oregon

MAYOR:
HARRY M. STEINBOCK

COMMISSIONERS:
F. M. THORSNESS
ARNOLD C. SWANSON
R. C. PAULSEN
ERIC HAUKE

July 29, 1959

Mr. W. C. Williams,
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

Many of us in Astoria are anxious to learn the exact status of the proposed trans-Columbia River Bridge Bill. You will no doubt recall that the evening the Governor signed the bill in Astoria there were statements made concerning the participation between Oregon and Washington. At the time, it was pointed out that no problems were anticipated, although we now realize that some obstacles must be overcome.

We understand that the services of a bond attorney were made available prior to a report on the legal aspects of the bill. But there are still questions in the minds of many of our citizens and we would appreciate any information which you can provide.

1. What is the present status of the bridge bill?

2. If it is determined by qualified bond attorneys and others that the State of Oregon cannot procede with construction without participation by the State of Washington, will the action specified in the bill be curtailed until the 1961 Legislative session?

3. Does the State of Oregon have any alternative in the matter?

4. Assuming no change in cost estimates, and no action until 1961, will the Legislature be required to pass a new bill?

5. Stories have it that the allocation for highway improvements which became a part of the bridge bill late in the Legislative session can be taken from the bill and made a separate item. How is this possible?

I am sure that the answers to these questions, plus any additional information you can provide will be of great assistance to the people of Astoria. It will also help us to provide correct answers in place of the rumors which so often circulate.

Thank you for your assistance.

Very truly yours,

THE CITY OF ASTORIA

By: William H. Cunningham

William H. Cunningham, City Manager

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1959
STATE HIGHWAY

WHC:emb

RECEIVED
AUG 25 1959
FOR FILING

August 24, 1959

AIR MAIL

Hon. Richard L. Neuberger
United States Senator
Senate Office Building
Washington, D. C.

Dear Senator Neuberger:

I appreciate your sending to me the article relative to bolstering the economy of northern Michigan by construction of the Mackinac Strait Bridge and also for your efforts in having it inserted in the Congressional Record.

Certainly the bridge across the Columbia River needs to be built, but as of the present time it does not appear that we can contemplate any further planning until the Washington State Legislature convenes in 1961. Oregon, of course, has authority now to sell a sufficient amount of bonds to build the bridge, but the authority stipulates that such bonds shall not be sold until the two States, Oregon and Washington, have entered into an agreement whereby each will share 50 per cent of the deficit cost; or, in other words, 50 per cent of the cost over and beyond the yearly toll collections. Attorneys for the State of Washington have ruled that they do not have authority to enter into such agreement and can only do so when and if appropriate legislation is enacted.

Sincerely yours,

W. C. Williams
State Highway Engineer

WCW:me

cc Mr. Forrest Cooper

DENNIS CHAVEZ, N. MEX., CHAIRMAN
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HUGH SCOTT, PA.
WINSTON L. PROUTY, VT.
IRVING E. MOORE, CHIEF CLERK

United States Senate

COMMITTEE ON PUBLIC WORKS

NOTED
W. C. WILLIAMS

August 18, 1959

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Dutch:

I noticed in the New York Times for August 16 an illuminating article which told how the great $99 million Mackinac Strait Bridge had bolstered the economy of northern Michigan. It seemed to me this might provide a powerful argument favoring construction of the bridge on U. S. 101 across the mouth of the Columbia River. Accordingly, as a member of the Senate Roads and Highways Subcommittee, I have placed the Times article in the Congressional Record along with some introductory arguments of my own.

I thought you would find this informative material useful in advancing the campaign for the bridge spanning the Columbia's mouth, which I feel sure would greatly stimulate tourist travel and commerce generally along the North Pacific seacoast.

With kind regards, I am

Sincerely,

Richard L. Neuberger
United States Senator

RLN:icg
Encl.
Fgw

An unprecedented opportunity presents itself at this time for the utilization of U.N. facilities in a way which can greatly magnify the effectiveness of the U.N. and the U.N. Special Fund.

Parallel Between Highway Bridges at Mackinac Strait and Columbia River

EXTENSION OF REMARKS
OF
HON. RICHARD L. NEUBERGER
OF OREGON
IN THE SENATE OF THE UNITED STATES
Monday, August 17, 1959

Mr. NEUBERGER. Mr. President, a great discussion prevails in the Pacific Northwest over whether or not to construct a $27 million bridge across the mouth of the mighty Columbia River between Astoria, Oreg., and Megler, Wash.

My own State of Oregon has taken the lead in authorizing bonds to help finance this huge structure on U.S. 101, the Pacific coast highway, but thus far our sister State of Washington has been reluctant to do likewise.

As a member of the Roads and Highways Subcommittee of the U.S. Senate, I have tried to do my best to encourage construction of the great structure because I believe it would do wonders for our seacoast economy in the region. Proof now is demonstrated of this belief, in the economic gains brought to Michigan's Upper Peninsula by the $99,800,000 bridge recently opened across Mackinac Strait.

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But the traffic is about 50 percent greater than that carried by State ferries that formerly provided the only access to the upper peninsula from lower Michigan.

This means that several hundred thousands more tourists are pouring into the small upper peninsula communities amid the green forests, hundreds of lakes and trout streams and areas connected by generally good highways.

ROOMS HARD TO GET

Responding to this relatively sudden influx, businessmen have built numerous new motels, restaurants, gift shops, and tourist attractions. But in this northern terminus of the bridge, motel rooms are still hard to get and visitors often have to stand in line while waiting for a table in restaurants.

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Steamboats for that scenic spot leave from Mackinaw City, at the southern terminus of the bridge, or from this city at the northern terminus. But many tourists drive northward across the bridge—with an auto toll of $3.25—and take a trip to the island from St. Ignace before going elsewhere on the upper peninsula. A ferry line is operating this year also, providing a tremendously increased capacity for island travelers.

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The traffic total in July was 273,558 vehicles and revenues were $987,236. By comparison, traffic in July, 1958, the first month after the bridge's dedication, was 307,836 vehicles and revenues were $1,082,855. The bridge was opened in November 1957, but was not dedicated formally until the following June.

In 1958, the first full calendar year of the bridge's operation, traffic totaled 1,390,390 cars and brought in revenue of $4,132,968. This compared with traffic of 938,282 and revenues of $3,664,047 for 1957, including 10 months of ferry operation and 2 months of bridge traffic and revenue.

Engineering studies prior to the bridge's construction estimated that traffic during the first year would reach about 1,850,000. Although this forecast proved too optimistic, the authority is having no trouble meeting its interest charges and operating costs.

Interest on the bonds for the $99,800,000 bridge amounts to $4,242,009 annually. This includes $79,800,000 in 4 percent bonds and $20 million in 5¼ percent bonds. Operational costs are budgeted at $600,000 but $417,009 of this total is paid by the Michigan State Highway Department.

OUTLOOK IS GOOD

Last year the authority spent $488,000 in operating the bridge and thus had to pay $171,000 above what the highway department provided.

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Lyndon Johnson Reviews Sound Spending Policies of Democratic Congress

EXTENSION OF REMARKS
OF
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OF TEXAS
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Monday, August 17, 1959

Mr. BROOKS of Texas. Mr. Speaker, in the face of unwarranted charges of wasteful spending by the Democratic Congresses which have served during the present administration, the Senate majority leader has helped give the American people the true facts about fiscal responsibility.

Senate Majority Leader LYNDON JOHNSON has forcefully outlined that during the last 5 fiscal years Congress has reduced the President's budget requests by more than $10 billion. It is estimated that the House and Senate will add substantial savings to that figure for fiscal year 1960.

Senator JOHNSON has also reminded the American people that the Democratic Congress has not approved one single dollar's spending by any backdoor procedure that the President himself did not request or approve.

Commending the Senate majority leader for setting the record straight, the Beaumont (Tex.) Enterprise has reviewed Senator JOHNSON's statements for the past few years regarding the national budget. Under leave to extend my remarks, I submit this editorial of August 11, 1959, in today's RECORD so that every Member of the House and Senate may have an opportunity to review this constructive record compiled by our Democratic leadership:

CONGRESS AND THE [illegible]

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It must also make him unhappy to have the same accusing finger pointed at him as an individual. He is convinced that, in both instances, some of the GOP backers of President Eisenhower's budget-balancing campaign are engaging in talk that cannot be justified at all.

Furthermore, the Texan is jealous of the good name of Congress, a commendable attitude, and it irks him no end to have the executive branch laying so much blame for the country's financial difficulties at the door of the National Legislature.

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At the entrance to the mighty Columbia River

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ASTORIA OREGON

FAirfax 5-4521

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RICHARD J. BETTENDORF
GENERAL MANAGER

June 9, 1959

Oregon State Highway Commission

Salem, Oregon

Re: Proposed Astoria-Megler Bridge

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We believe a new study is in order because there is general agreement among us that the 1958 traffic report of Coverdale and Colpitts is ultra, ultra conservative. There is also serious question of the procedures used by Coverdale and Colpitts in 1958 in arriving at their traffic estimates. No valid reason has been established as to why they did not use the same survey stations as they used in 1954. In 1958 they ignored completely some pertinent survey locations.

We respectfully request that a reputable firm other than Coverdale and Colpitts be retained for such a new study and it be undertaken during this year. In the event it is necessary to go before the 1961 Washington Legislature for authority, a traffic study conducted this year would be in report form by not later than mid-1960. This would allow time before the '61 session to prepare appropriate legislation.

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Appendix

Greenville: Industry and Water

EXTENSION OF REMARKS
OF
HON. LYNDON B. JOHNSON
OF TEXAS
IN THE SENATE OF THE UNITED STATES
Monday, August 17, 1959

Mr. JOHNSON of Texas. Mr. President, a willingness to tackle and solve local problems at the local level is always commendable.

Citizens of Greenville, Tex., with courage and foresight, faced the problem of assuring an adequate supply of water for domestic and industrial use.

Through their elected city officials, citizens of Greenville successfully attacked the problem.

The story of this achievement is related in an editorial entitled "Greenville: Industry and Water," that appeared August 9, 1959, in the Greenville Herald-Banner. I ask unanimous consent, Mr. President, that this editorial be printed in the Appendix of the RECORD.

There being no objection, the editorial was ordered to be printed in the RECORD, as follows:

GREENVILLE: INDUSTRY AND WATER

Economic and marketing experts have joined the industrial forecasters in proclaiming that water supply and its stabilities are great factors and will become even greater factors in industrial development during the next few years.

In the race for industry, Greenville can't take a back seat to any community when water flows into the picture.

Thanks to the foresight of Greenville city councils who have served in the past and the men now serving, this community will be able to boast of a supply of upward of 30 million gallons daily and can point now to storage of almost 2 billion gallons in reservoirs today. That's heap much water.

Greenville is to build soon a lake similar to Lake Tawakoni, locally known as Lake Bridge Reservoir. It has an arrangement whereby we have first call on up to 21 millions of gallons daily once the gaping hole that will be the reservoir takes on water. While the cost to build a line from the reservoir site to Greenville will run between $1½ and $2 million, the future industrial development it promises makes the amount somewhat significant.

Industry is actively looking at Greenville and the eye they turn toward this community becomes increasingly favorable. Some will be users of tremendous amounts of water. Others will look for water location, highway and rail facilities. Greenville has most of these and additional assets to offer that sort of thing communities.

But competition for major industries and industries of any substantial size and payroll is keen. That means that community attitude and desire again rears two heads and [illegible] the right attitude and an interest sure to grow.

While the city administration is currently engaged in a [illegible] and an efficiency program at some [illegible], only to add, I would beg to harbor the illusion that Greenville can meet the needs of expansion demanded by the future with a penny-penny budget and a penny-wise pound-foolish attitude. Progress does cost money, and we can only say it is to the credit of Greenville to save money being spent foolishly or without return and invest it into channels that will return dividends. Growth dividends to include new industry, more families and payrolls. More good, solid citizens and improved facilities and services.

The United Nations and a Bold Suggestion for the Use of Surplus Food Commodities for Economic and Social Development

EXTENSION OF REMARKS
OF
HON. DONALD J. IRWIN
OF CONNECTICUT
IN THE HOUSE OF REPRESENTATIVES
Monday, August [illegible], 1959

Mr. IRWIN. Mr. Speaker, much has been written of late concerning an international food for peace plan and I would like to call the attention of Congress to a bold yet practical suggestion advanced on this subject by Mr. Glen Leet, program director for the Save the Children Federation, with offices in Norwalk, Conn., and New York City.

Recently, Mr. Leet testified in behalf of a suggestion that the United Nations should assume a role of great importance with respect to the use of commodities in ways which will hold many millions of people at a minimum standard of living and some marginal level of productivity.

Under leave to extend my remarks, I would like to introduce into the CONGRESSIONAL RECORD the following excerpts from Mr. Leet's testimony in support of his suggestion:

Through the U.N. there can be accomplished the international discussion of the problems, principles, and methods which are involved. There can be multilateral discussions and hearings in which all nations will have an opportunity to study and discuss the plans brought forward by individual countries. The outcome to a contributing country is that they would have assurance that the goals to which they contributed were those based on a thoroughgoing study, that there would be plans that have survived in an international discussion and plans in which any objections from other countries could have already been taken into consideration. The U.N. [illegible] a unique position to exercise a role [illegible] to both to the surplus-producing countries and to those which can utilize such surpluses in their development programs. It can—

(a) Provide a forum for the formulation of internationally accepted and generally applicable policies;

(b) Provide a center for receiving applications;

(c) Refer applications to appropriate U.N. agencies for technical appraisal;

(d) Hold hearings enabling interested governments to express themselves on specific proposals;

(e) Transmit to the executing governments internationally approved courses of action, with respect both to commodities and to the use of local currencies derived therefrom, and with indications of available relevant U.N. technical services for economic and social development.

The provision of such international facilities is a very great service to any nation concerned with the constructive use of surplus commodities. Actions taken by such a process by either donor or recipient countries, will be much less subject to suspicion and distrust. They would remove much of the criticism directed against the contributing country when such arrangements are made on a bilateral basis.

The U.N. should not become involved in the complexities of receiving, storing, and transporting, or in any way physically handling or paying for the handling of such surpluses. Surplus-producing countries already have facilities for this which should not be duplicated.

MAJOR RESPONSIBILITIES

The creation of any new agencies is undesirable. The existing facilities should be used. Within the U.N. framework the major responsibilities should be with those instrumentalities of the U.N. which are primarily concerned with economic and social development. The major concerns are hunger and the need of the underdeveloped areas to eliminate the causes of underprivilege through development.

The major responsibility should not be delegated to FAO because its chief concern is not with economic and social development. The problem will not be solved if the central focus is on agricultural commodities. It can be effectively solved only if surpluses are considered as but one of the resources to be utilized in a comprehensive approach to development.

The use of commodities for development is sound only as a supplement to general development programs reinforced with adequate technical services. Therefore, surpluses cannot be considered as a substitute for member country contributions to the U.N. Special Fund, the expanded program of technical assistance or to the specialized agencies.

It is desirable that local currencies resulting from the sale of such commodities should be made available for economic and social development purposes and for technical assistance services provided by the U.N., the U.N. Special Fund, or the U.N. specialized agencies. Such local currencies should be available to the U.N. in addition to and not as a substitute for normal commitments.

At the entrance to the mighty Columbia River

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GENERAL MANAGER

June 9, 1959

Oregon State Highway Commission

Salem, Oregon

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THE PORT OF ASTORIA

We also respectfully request that in negotiating a contract with the survey firm that provisions be made in the contract that before conducting the survey, the firm outline their procedures and methods to the Traffic Engineers of the two States, Pacific County, Washington and the Port of Astoria for any suggestions or criticism. It is not our intent or desire to attempt to guide or steer the results of the study, but we do believe the above are much more familiar with local conditions and problems than those conducting the study and thus are able to offer suggestions which will enable the firm to make a properly conducted and realistic study. We certainly do not want another report making such a gross misrepresentation of the financial prospects of the Astoria-Megler Bridge as Coverdale and Colpitts did in their 1958 report.

Pacific County is making this same request of the Washington Highway Commission. We urge that you act favorably on this request.

Very truly yours,

PORT OF ASTORIA

R. J. Bettendorf
Manager

RJB:m
cc: W. C. Williams, Oregon State Highway Engineer
Washington State Highway Commission
Washington Toll Bridge Authority
W. A. Bugge, Director, Washington State Highway Dept.
Pacific County, Washington

RECEIVED
JUN 10 1959

OREGON AND WASHINGTON STATE OFFICIALS
MEETING REGARDING PROPOSED ASTORIA BRIDGE

IMPERIAL HOTEL, PORTLAND, OREGON

MAY 27, 1959

2 P. M.

Present were: (Oregon State Highway) -- Mr. M. K. McIver, Chairman, Oregon State Highway Commission; Kenneth N. Fridley, Member, Oregon State Highway Commission; Glenn L. Jackson, Member, Oregon State Highway Commission; W. C. Williams, State Highway Engineer; G. S. Paxson, Assistant State Highway Engineer; G. E. Rohde, Assistant Counsel; Floyd Query, Secretary; C. W. Head, Assistant Secretary. Also present from Oregon were Wm. Holmstrom, State Representative; Fred Andrus, Astorian Budget; Ben R. Chandler, former Chairman of the Highway Commission, and R. J. Bettendorf, Manager of Port of Astoria.

Present from Washington were: Harry Morgan, Highway Commissioner; Ray Moisio, Highway Commissioner; Joe Beierlein, State Representative; D. B. Hedges, Executive Secretary, Washington Toll Bridge Authority; Stan. Senders, Assistant Attorney General, and member of Washington Toll Bridge Authority; Louis E. Hofmeister, State Senator; Ernie Ketcham, Chairman, Washington State Highway Commission; C. K. Glaze, Planning Engineer, Highway Department; William Bugge, Washington Highway Engineer; Ernest A. Cowell, Highway Commission; Thomas R. Garlington, Special Assistant from the Attorney General's Office.

MR. MC IVER: As you all know, this meeting comes about by virtue of our State (Oregon) passing legislation that asks us of the two Commissions to build a bridge. And of course, we want to build a bridge, would like to see it built, but to do that we have to get together and see whether our houses are in such order that we can do this. Legislation passed provided that we have an agreement signed. The Oregon Legislature specifically directed that as soon as possible after the effective date of the Act, the Commission shall enter into negotiations with the appropriate officers of the State of Washington with respect to a contract. And of course, this is the reason why we are together to try to iron out some of these things by meeting. Insofar as our Oregon Highway Commission is concerned, we do want to explore all of the legal, the engineering and the financial aspects that we can right here. As a result of this Act, Mr. Williams directed a letter to Bill Bugge on May 17 in which we asked that this meeting be called. Does everybody know who the other gentlemen are here? If you do not, Dutch, would you introduce our crowd?

MR. WILLIAMS: (He introduced the Oregon Highway Commission and staff.)

MR. MC IVER: All right, Bill, (Bugge) will you give us your men, please?

MR. BUGGE: (He introduced the men from Washington.)

MR. WILLIAMS: And of course, from Oregon, Bill Holmstrom, Representative from Clatsop County and known as "Mr. Bridge"; and the Manager of the Port of Astoria, Mr. Bettendorf.

MR. BUGGE: I called Mr. Glaze, Mr. Hedges. - This is Mr. Glaze here. (Mr. Glaze, Planning Engineer, Washington Highway Department.)

MR. MC IVER: Well, now I think the next thing to get under way here is to have the Act explained, and Rohde, will you please go over the Act that was passed by the Oregon Legislature. Tell us what we can do.

MR. ROHDE: Mr. McIver, I didn't have time to run off enough copies for everyone. I have a statement here that, with your permission, I will just read. "The State Highway Commission of the State of Oregon has been authorized under the General Statutes codified as Chapter 381, Oregon Revised Statutes, and also under Chapter 386, that was House Bill 425, enacted at the 1959 Session to construct, operate and maintain Bridges, including toll bridges, across the Columbia River. For the purpose of putting into effect the authority thus granted, it may, in the name of the State, enter into agreements with the Government of the United States or any of its agencies, the State of Washington, any county, municipality, port, or other political sub-division or agencies of the State of Washington, any county, municipality, port, or other political sub-division of this state, any persons, associations, corporations, domestic or foreign. Any agreement made or entered into shall, among other things, contain express provisions with respect to the site of the bridge, the maximum financial obligation assumed by each of the contracting parties, the estimated cost of the structure, with its approaches and connecting roads, the source from which all the funds are to be obtained or derived; whether the bridge is to be operated free to the public or as a toll bridge, and any other appropriate matters or provisions consistent with the prudent principles of economy and good business. It is to be noted that the General Statute mentioned authorizes borrowing of funds as a means of finance and the pledging of revenues for repayment. That such pledge shall in no way become a general obligation of the State. Chapter 386 of the Laws of 1959, however, grants authority in addition to that presently vested by law in the Commission to issue and sell State Highway bonds in a sum not to exceed $24,000,000 par value, provided such sum does not exceed the limitation in the Constitution, which is 4% of the assessed valuation of all the properties of the State. It is provided in this Act that the bonds issued shall contain a direct promise of the State of Oregon to pay the face value thereof but the interest rate shall not be in excess of 4% per annum paid semi-annually. The Act specifically provides final maturity date of the bonds shall not be more than 40 years with the reservation of the right to redeem for refunding purposes. It might be well to deviate at this point to the Statutes of the United States, governing construction of bridges across navigable waters. Consent of Congress is so granted under Title 31 US Code Annotated, Section 525, provided the location and plan shall be approved by the Chief of the Engineers and Secretary of the Army. Section 529 of said Title provides that if the tolls are charged the rate of toll shall be so adjusted as to provide a fund sufficient to pay the reasonable cost of maintaining the bridge and to amortize the amount paid within a period not to exceed 30 years from the

date of completion and thereafter to be operated free of tolls. Although our research with respect to the traditional interpretation of this last statute has not been completed, it seemed appropriate that it be mentioned here. There are, of course, numerous statutory details relating to the terms, sale and issuance of the bonds which are more or less ordinary and need no comment here. The Act of 1959 authorizing the issuance of bonds for the bridge across the Lower Columbia is conditioned, however, upon a valid and enforcible contract to which the State of Oregon and the State of Washington are partners whereby the State of Washington is bound to pay not less than 50% of the principal and interest on the bonds, together with the cost of maintenance and operation to the extent that revenue from the tolls are insufficient to pay such charges. With this clear and unambiguous language appearing in the Oregon Statute as a condition to the issuance of the bonds, it is necessary to determine the authority of the appropriate agencies of the State of Washington to obligate it to pay its share of the aforementioned charges. I have reviewed Chapter 144, Washington Law, 1959, relating to a toll bridge over the Lower Columbia wherein the Washington Authority and the Washington State Highway Commission, as well as other agencies of the State of Washington, are authorized to enter into a contract with the Oregon State Highway Commission and other agencies of this State to construct a bridge across the Columbia and also authorizes the Toll Bridge Authority to issue revenue bonds. Section 3, of said Chapter 144, specifically provides that the bonds shall not constitute an indebtedness of the State of Washington, and further specifies that the bonds shall contain a recital to that effect on their face. It seems clear that the language in the Act passed by the recent Legislature of the State of Washington is not broad enough to authorize any of the agencies named to obligate the State of Washington in such manner as to fulfill the condition in the Act adopted by the Oregon Legislature. Other statutes of the State of Washington have been reviewed by our office staff without success in so far as finding authority on the part of any agency in the State of Washington to pledge its general obligation as required by the Oregon Statutes. Perhaps the Legal Counsel here from Washington, who I am sure are more thoroughly conversant with the Statutes of Washington than are we, can provide assistance in pointing out applicable laws which we were not able to find bearing on the question. In closing, it appears from a study of the laws of the two states that authority exists from a strictly legal standpoint to enter into an agreement for the construction of a bridge across the Columbia at any mutually satisfactory location, and providing the several authorized agencies of the two states can agree on the other necessary items including a method of financing. The financing would, it appears, have to be by some other method than the sale of bonds under the 1959 Oregon Law unless authority can be found in the Washington law other than the above mentioned Chapter 144 for certain agencies of that State to bind it to a valid and enforcible contract as prescribed by the Oregon Law."

MR. MC IVER: Thank you, Mr. Rohde. Now, on the Washington side, Mr. Bugge, who do you have here that will give the legal picture.

MR. BUGGE: Mr. Senders.

MR. SENDERS: All right, Mr. Chairman, we do not have a formal statement; however, we have a formal opinion of the Attorney General. We do not have enough copies, it is in letter form now, it will be printed and mimeographed. I have furnished a copy to Mr. Rohde and I will send a number of

copies down as soon as it is mimeographed. Due to the time exigencies we were not able to have it mimeographed. I have discussed this matter with Mr. Rohde prior to the meeting and I am in agreement with what he stated concerning the law of Washington. His study which he made did not reveal any Washington laws which would permit the State of Washington to pledge its general obligation and he is correct in finding no such statute because as the Attorney General's Opinion brings out, which I will not read other than to quote short portions from it, the State of Washington Constitution, Article 8, Section 1, 2 and 3, prohibits the State and by inference any agency thereof from contracting a general obligation debt on behalf of the State. The only exceptions are to repel insurrections, invasions, and the like, or if the law for a single work or project be approved by a majority vote at a general election.

MR. MOISIO: Let me ask a question there. Has that ever been tested in court?

MR. SENDERS: Well --

MR. MOISIO: Is it an official opinion of the Attorney General's office?

MR. SENDERS: Well, what I have before me is an official opinion. There have been two court cases, one involving the Highway Commission bonds, which was State, ex rel. Bugge vs. Martin, which had to do with the bond issued to accelerate construction of Primary State Highway No. 1 and to redeem the Agate Pass Toll Bridge bond, and the other on numerous occasions involving the Washington Toll Bridge Authority bond, and both those cases the court allowed the bond to be issued on the understanding and on the conclusion of fact, the bonds were limited obligation bonds only, for the Highway Commission may only pledge the proceeds of excise taxes on motor vehicle fuels. For the Toll Bridge Authority they were only revenue bonds, and the Court repeatedly emphasized these were limited obligation bonds and the inference was quite clear and the Court specifically said that -- I don't have the quote here -- that these were limited obligation bonds and the constitution prohibited only general obligation bonds. So it seems quite clear that the Court has held that such general obligation contract called for by the Washington Act would not be valid. Secondly, Mr. Rohde stated that he could find no legislation authorizing the Toll Bridge Authority or the Washington State Highway Commission -- he referred to state agencies -- to contribute money in this case. He is correct in finding no such legislation pertaining to the Lower Columbia River Bridge. It has been found in an opinion by the Attorney General's office, and we think the State ex rel. Bugge vs. Martin case is authority for the fact that if authorized the Highway Commission or the Toll Bridge Authority could pledge proceeds of motor vehicle fuels, those excise taxes, as a subsidy or guarantee fund, and such legislation was passed in the last session for the Lake Washington Bridge, but no such legislation was passed for the Lower Columbia Bridge. In view of that, we concluded in the opinion that the Washington Toll Bridge Authority and the Washington State Highway Commission could not undertake a guarantee, since they were not so authorized by the Legislature. Now, the last statement by Mr. Rohde is that the financing would, it appears, have to be by some other method than the sale of bonds under the 1959 Oregon law and we concur in that conclusion for the reason that the State of Washington and its agencies under our constitution cannot

undertake the contract as a general obligation to bind the State to pick up one-half the deficit; and he further concludes that "unless authority can be found in the Washington law other than the above-mentioned Chapter 144 for certain agencies of that State to bind it to a valid and enforcible contract as prescribed by the Oregon Law", well, no such legislation exists. However, the 1959 Legislature in Washington passed an act authorizing the Toll Bridge Authority to issue revenue bonds if the project is feasible and I will just quote a short portion of that Act: "If the financial studies and surveys as provided in certain legislation or future financial studies and surveys shall conclude that the construction of a toll bridge over the Lower Columbia is feasible, the Washington Toll Bridge Authority, the Washington State Highway Commission and any County or political subdivision of the State of Washington are each authorized to enter into an agreement with each other. The Oregon State Highway Commission, the Port of Astoria, Oregon, or any other governmental agency or political subdivision of the States of Oregon or Washington or the Federal Government providing for the financing, design, location, acquisition of right of way, construction of approaches and maintenance of such bridge and approaches"--- so there is definite authority for the Washington Toll Bridge Authority to issue revenue bonds if found feasible and the Statute expressly provides that the various state agencies, counties, cities, may enter into an agreement for this effect. This legislation and other 1959 legislation allows counties and cities in Washington to pledge money or bonds to this project, and in determining whether or not this project is feasible, these contributions of the other governmental agencies are taken into account.

MR. MC IVER: Pardon me, may I ask you to define "feasible" -- what do you mean there?

MR. SENDERS: I presume "feasible" means not only engineering-wise, but financially feasible.

MR. MC IVER: That there would be enough estimated revenue to take care of the needs of the bond issue that is issued?

MR. SENDERS: That's right, because the word "feasible" is construed in terms of the whole legislation which in another section speaks in terms of revenue bonds, but you can take into account whether or not it is feasible if you will say the Washington counties -- I am going to ask a question of Mr. Rohde about the Oregon counties -- would join in and add a certain amount of money or pledge a certain amount of money, then this could be taken into account in determining whether or not it is feasible, the test would be whether or not the market would buy the revenue bonds.

MR. MC IVER: Do you have to have concurrence of the counties?

MR. SENDERS: The counties need not concur, but perhaps a factual situation might be in order, using round figures, let us suppose the revenues would support $15,000,000. I don't know whether this is a correct figure--, but we'll say will support $15,000,000; well now, if the counties and port districts on both sides were to contribute a certain amount of money either toward building the bridge or as a guarantee fund, then together with this money, we'll say the revenue will support a $20,000,000 project. Then a $20,000,000

project would be feasible.

MR. MOISIO: Actually what you are talking about then is a guarantee, isn't it?

MR. SENDERS: Perhaps Mr. Garlington would be more familiar with that.

MR. GARLINGTON: It could be either a guarantee or a direct contribution, as a matter of fact. In other words, the other statute that Mr. Senders referred to is a very broad statute authorizing counties, port districts and cities to either directly contribute money or materials or to deposit money with the Toll Bridge Authority for guarantee purposes or simply to make guarantees to put money in trust for the purpose of backing up the guarantee. It is very broad.

MR. SENDERS: Perhaps I should ask that question directly to Mr. Rohde at this time as to whether or not Oregon counties under Oregon statutes could -- that is Oregon counties or port districts or political subdivisions -- contribute to such a project, if, we'll say, the Washington Toll Bridge Authority were to issue revenue bonds.

MR. ROHDE: I am speaking strictly from memory, but I feel certain that there is statutory authority, but I would have to research it to be certain.

MR. SENDERS: Speaking for Mr. Rohde and myself -- I hope you will check me if I am incorrect -- the laws of both the States provide a means by which this bridge could be financed, that is Washington Toll Bridge Authority issue revenue bonds and if necessary to make the project feasible, then cities, counties, and port districts contribute money so that the project would be feasible. We further come to the conclusion that the 1959 Oregon Act is not of help and the general Washington statutes do not allow the Highway Commission and the Toll Bridge Authority to contribute money in this case.

MR. BEIERLEIN: May I ask a question, sir? Has there been a feasibility study made on this bridge?

MR. MC IVER: We are coming to that next-- Now the next thing, I think, is to get an opinion in regard to how much traffic we are going to get off the bridge, etc. Mr. Williams has a study here. Will you give your figures on that, Dutch?

MR. WILLIAMS: I have given a copy of two summations we have made to Mr. Bugge and to Mr. Darrel Hedges of the Toll Bridge Authority. I will give one to the Chairman of the Washington Commission. I am sorry that we do not have enough copies to go around. Gentlemen, we have had to confine our analysis to the Coverdale and Colpitts report, having no authority to quote any other than the report that they made after their last study which was handled by the Washington Toll Bridge Authority. We have developed two schemes. One would be a 20-year level debt service plan. The other is a 35-year level debt service plan. In both events, no principal would be paid in the first five

years. In other words, it is based that the bridge would be contracted, constructed and opened to traffic a year or two before we would start paying off the principal. We would pay interest each year. On the $24,000,000 20-year plan, in the first two years there would be some revenue by monies loaned out, not used from the sale of the bonds, so that the net payment by the States in the first year would be $660,000 or $330,000 each. I will go through this quickly. On the 6th year when we begin paying the principal, the deficit would be $1,086,000, which would mean (I am talking about the 35-year plan, I'll get back to the 20-year plan.) the first year span would be $1,824,000, naturally decreasing slightly each year. The end result, the interest over the 20-year period would be $11,456,000, the principal of $24,000,000, a total payment of $35,456,000, a net revenue from tolls in that first 20-year period, again based on Coverdale and Colpitts report, leaving a deficit of $30,000,000, or one million and a half per year which would be $750,000 per state. Now on a 35-year plan, of course, the annual payments are considerably less. On that basis, the payment in the first few years would average less than a half a million per state. Starting then in the 6th year when we started to pay off the principal, the first year's payment would be $1,086,000, or $543,000 per state per year, decreasing of course, gradually to the end of the 35-year period when the bonds would be sold--paid off entirely. On that plan the interest over the 35-year period would be $20,884,000, the principal again $24,000,000, a total payment of $44,884,000; bridge revenues would total $11,641,000, leaving a deficit payment by the States of $33,000,000, which is slightly less than a million dollars a year for the 35-year period, or roughly $500,000 per year average over that period. Now I went somewhat ahead of the Coverdale and Colpitts report on this 35-year plan because at the end of the 15th year -- just why I do not know -- they levelled off the anticipated revenue and increased it no more at all. When they got up to $313,000 a year net, they carried that figure on through, I do not believe that is correct because if the traffic is going to some 2+% for 20 years, it is going to continue to increase. So we have calculated this that the traffic would continue to increase at a 2% rate from the 15th year up into and through the 35th year so that instead of annual net revenues of $313,000 each year, they would climb to $474,000 net revenue by the end of the 35th year. That briefly, these things are merely brought out to give some idea of approximately what the requirements would be to finance the bridge; over a 20-year plan, roughly $750,000 per year per state; a 35-year loan, $500,000 per year per state. Are there any questions?

MR. KETCHAM: Dutch, you calculate this on a 3-3/4% interest.

MR. WILLIAMS: We checked with our Mr. Paulus of the State Treasurer's office who we look to for advice and he told us that the best, his guess -- that is still crystal balling -- we could sell bonds today for about 3.3, but that we should use a figure somewhere between $3\frac{1}{4}$ and $3\frac{1}{2}$ for 20-year bonds. We should add at least a quarter of a percent to 35-year bonds, they do not sell for such a - the interest rates are somewhat higher. So we used the rate of $3\frac{1}{2}$% for 20-year bonds; we used the interest rate of 3-3/4% for 35-year bonds.

MR. KETCHAM: You had some bonds in this state sold yesterday for, I think, 3.86. Coverdale goes to 5.

MR. WILLIAMS: Those are revenue bonds. They are backed by the revenue of the returns they paid to the dormitories that they build. The students

pay for the occupancy, it pays itself over. They are not revenue bonds backed by the State of Oregon. Our bonds will sell for at least half a percent less than that. They are a type of revenue bond.

MR. MC IVER: Do you have any questions to ask Mr. Williams now?

MR. COWELL: I would like to ask Mr. Williams if he felt in his own mind that Coverdale and Colpitts had made some error in their figuring that would be carried on through the rest of the report. You said that in those latter years they had leveled off. That would indicate to me that you didn't feel that report was too good.

MR. WILLIAMS: I didn't mean to express it that way. They apparently figured that after 15 years it was too far to predict traffic. I made the assumption that I saw no reason that if traffic increased 2% a year for 15 years it wouldn't continue to increase thereafter. Their reports are diametrically opposed. I am not going to say one of the reports is apparently in error. I think the first report was too high. The second report may be somewhat conservative. But I am not in a position to say on that. That report was paid for as a part of the legislation authorized in 1957 wherein the States of Oregon and Washington would investigate, design the bridge, estimate its cost, etc. That was the report they came up with. It was ultra conservative compared with their report of 1954. I didn't mean by saying that they leveled it off that their traffic forecast was wrong in early years; I still say that I think it is quite conservative. But there is no sense that I can see of stopping the increase after 15 years, saying it is never going to increase after that. If it is going to increase for 15 years, it should continue to increase by that same ratio. But many traffic experts refuse to predict traffic more than 15 or 20 years in advance.

MR. MC IVER: Well, there's this to be said, I think in so far as Coverdale and Colpitts survey is concerned. We, as the result of legislation previously, the two states did agree to that firm, we are almost bound until we decided to use somebody else. It seems to me that if we go away from that then we are just getting out on our own. Now I'd like to hear from Mr. Bugge.

MR. BUGGE: I may say in regard to this Coverdale and Colpitts report that I had Mr. Glaze of our Planning Division review the two reports and which he has done, and discussed it with him. He indicated that if there is error it would be in the area between the first report and the second report. So Mr. Glaze, would you like to read the outline of some of the conclusions you came to in regard to this study you made.

MR. MOISIO: Mr. Chairman, I would like to, before Mr. Glaze gets in, to just ask this question. Isn't it true that since 1946 - 48 that all of the estimates made by traffic engineers as to the traffic growth have been lower than what the actual traffic growth was?

MR. MC IVER: I think the answer to that is yes and no. There's a bridge in San Francisco that is going the other way.

MR. WILLIAMS: I think we would answer Mr. Moisio this way, that the area has more to do with that than anything else. In other words, this report

I think, would show the average increase in this section of the State of Oregon, the area somewhere around 2%, the same report would show the percentage of increase, for instance, in the Portland-Vancouver area as maybe 6 or 7 percent. That is a matter of area calculation depending upon the economic factors pertaining in that area.

MR. KETCHAM: Since 1947 this Coverdale-Colpitts report -- from '47 to '57 receding instead of on the ascendent.

MR. WILLIAMS: Very much so. The '54 report was much higher than the traffic forecast.

MR. KETCHAM: 341 vehicles in 1947 and (this is across your ferry) and 342 in '59. That doesn't even give you 2%.

MR. WILLIAMS: Our ferry has decreased.

MR. MC IVER: Bill, were you through?

MR. BUGGE: I would like to have Mr. Glaze, because that question has been raised, and the difference between these two reports. I would certainly agree with Mr. McIver in the matter of the fact that in this study that Coverdale and Colpitts have been chosen by the two states and to begin to get out in an area of trying to make determination of traffic without being substantiated by recognized traffic engineers, I think we will be in plenty of trouble.

MR. MC IVER: That is why I asked for a definition of that word, because we are going to hang on almost this report or some other report to see whether it is feasible or not.

MR. GLAZE: Well, at Mr. Bugge's request we reviewed the two reports, and went not extensively into it, merely going into the methods and procedures that Coverdale and Colpitts pursued in their '54 and '58 reports, in which they did not use the same -- they used the same zoning system, they did not use the same interview stations. We got into some twenty pages here so I've had that briefed to about a page and a half double-spaced which I think will explain it -- I will read it and you may have a copy of it.

1. In 1955 Coverdale and Colpitts estimated 257,500 vehicles would use the proposed Astoria-Megler Toll Bridge in 1958. (This is their projections on ahead for '58.) In 1958 the Coverdale and Colpitts new report estimated only 150,000 vehicles would use the bridge in 1958. (See, there it's almost double, 257,500 against 150,000.)

2. Part of the difference between the estimates can be attributed to the reasons listed in the Coverdale and Colpitts 1958 report on pages 25 and 26. (There they state that a lot of that diversion was due to the improvement of other competing routes, more particularly 99, and new traffic patterns have been established. However, they missed the boat on that one because they missed 12% of the trips that they had previously assigned at different interview stations to the same one that could still be allocated to this Astoria-Megler Bridge.)

a. A downward revision in estimated percent of traffic that would divert to the proposed bridge, a revision that does not appear to be entirely supported by the change in conditions between 1955 and 1958. (We can find no other valid reasons why they should revise that so much downward.)

b. Relocation of the interview stations between the 1954 and 1958 surveys resulted in missing some trips which had been assigned to the proposed bridge in 1955 but were not intercepted and therefore not assigned in 1958.

3. In further explanation of 2a above, for example, of the trips intercepted at the Longview Bridge in 1954 traveling between the Astoria-Seaside area and Seattle, 89% were assigned to the proposed Astoria-Megler Bridge while in 1958 only 19.7% were assigned to the proposed bridge. (See, that's quite a difference, from 89 down to 19.7%.)

4. In further explanation of 2b above, the interview stations operated in 1958 missed, by not intercepting, 12% of the trips which had been assigned to the proposed Astoria-Megler bridge in the 1955 report.

5. The 1958 traffic and revenue estimate prepared by Coverdale and Colpitts appeared to be conservative.

6. The Highway Planning Division prepared an independent traffic estimate, not meant to be precise or exhaustive, which indicated the 1958 annual usage of the proposed bridge might be between 186,000 to 201,000 vehicles, compared to the latest Coverdale and Colpitts estimate of 150,000 vehicles. This would provide up to a 0.25 coverage of the first year's bond interest requirement. Coverage of 1.50 times the first year's interest is normally required to market a revenue bond issue. (We are using that strictly as revenue bonds, not as you do down here, a combination or revenue and general obligation bonds.)

7. Based upon the higher of the two Highway Planning Division traffic estimates, a sample bond amortization schedule has been prepared that indicates that a financial subsidy would be required of over $1,500,000 per year. With such a subsidy the bond issue could be retired in 25 years with the total subsidy having aggregated almost $37,700,000.

MR. WILLIAMS: That's 25 years.

MR. GLAZE: Twenty-five years. At 5%.

MR. MORGAN: Mr. Chairman, I would like to throw a little observation into this picture, not particularly from the Oregon angle, nor from that of Washington. I know that the people in the Pacific and Grays Harbor County are vitally interested as these people in Oregon are in this bridge, and they many times have wondered about the points at which these surveys were made. For example, you fellows in Oregon know full well that the improvement of Highway 101 in southern Oregon and betterment of the road around Cascade Head is going to change the picture of that road in that section of the country a great deal. People wonder why some kind of survey wasn't made at Otis which is where most

of the traffic turns to go to Portland and to 99. Far as I could see, neither of these reports took any consideration at all to Otis. If people knew that there was adequate ferry service they would even take that, but with a bridge I think they would be further attracted to it. But that wasn't done. We know that Oregon has a nice three or four-lane highway all the way from Otis into Portland and so that's what a lot of people are interested in, the points from which these reports were made.

MR. MC IVER: Does anybody have an answer to that?

MR. WILLIAMS: Well, they did not, I cannot answer why they did not maybe set up a counting station at Otis Junction. I think we should further point out that this matter of the adequacy of their report or non-adequacy concerns the State of Washington. Under the legislation we now have in Oregon we are directed to build a bridge whether the net revenues would be $215,000 the first year or whether they would be $400,000. So that is a matter that concerns the State of Washington. We have authority and are authorized to build the bridge regardless of the net revenue that might accrue so that actually the Coverdale and Colpitts report has very little weight in the State of Oregon.

MR. MC IVER: Well that is right. The only thing that hooks on to the matter is the fact that our legislation provides we must have half of the pinch from the State of Washington, and Washington is hooked by this very little thing we are talking about. Do you have any more, Bill, to offer on the matter, survey or traffic count?

MR. BUGGE: No, I think it is quite evident, though, that there may be a discrepancy between the two Coverdale and Colpitts reports, but with the analysis that Mr. Glaze has made of the two reports, it is quite evident we are talking about a project here that is far from being feasible from the standpoint of selling revenue bonds. And in order to consumate the project, it would be necessary to build up a subsidy of around a million dollars or a million and a half dollars a year from somewhere. At the last meeting we had on this matter in Olympia, the Governor who, of course, is Chairman of the Toll Bridge Authority, indicated that in his desire to see the bridge built, he recognized the fact that there were certain statutory limitations as far as our laws are concerned, and as a result asked Mr. Senders and Mr. Garlington to make an exhaustive study which of course, they have outlined today in conference with attorneys from your state. So that it is quite evident from what Mr. Senders has stated and the opinion of the Attorney General's office of the State of Washington that with relationship to what action has been taken by your Legislature, that as far as participation of the State of Washington is concerned it just couldn't be done without legislative action. So now we are coming back to this area of interested political subdivisions in support of legislations passed at the last legislative sessions in the State of Washington, as I understand from Mr. Senders, and if I am wrong he can correct me, that in order to comply with the laws of the State of Washington it would become then the function, if this bridge should be -- supporting political subdivisions could pledge themselves to the minimum subsidy, that it would then become the function of the Toll Bridge Authority rather than the State of Oregon in the issuance of bonds. Is that right?

MR. SENDER: That is correct.

MR. BUGGE: Then if you have that factor, you've got another one that further complicates the matter in relation to subsidy is that we are talking now about 3½ to 3-3/4% interest, and if we got into the field of selling revenue bonds, I am quite sure that the interest rate would be about 5%. So there you reflect it then into increased cost as far as the relationship to the revenue and the interest charges over a period of years. So it does complicate the problem instead of relieving it. This particular law of the 1959 Legislature, of course, has never been used in the State of Washington. I suppose there are certain statutory provisions as to the relation of the counties and Port Commission as to how far they can go in the matter of participating in the subsidy of any type of project of this kind. Although it has been done with the Narrows Bridge in Tacoma, Pierce County pledged a million and a half dollars to get that project off the ground several years ago. So it has been done in that particular case as far as the State is concerned. I think, unfortunately, that if you do relate the assessed valuation to some of the counties in southwestern Washington which might be a rather difficult situation to pledge themselves over a period of years of some $30,000,000 deficit. Those are cold hard facts that we have to face.

MR. MOISIO: Isn't it a fact though that the Pierce County pledge came after the failure of the first bridge?

MR. BUGGE: I think that is true. Yes, it was the second when that point came in -- 1948.

MR. MOISIO: We get that point cleared up, that it was not the first bridge, it was after the failure of the first bridge.

MR. WILLIAMS: Mr. Chairman, may I ask a question? I may have missed this -- did I understand you to say that the recent Legislature of Washington did authorize obligation of motor vehicle funds to guarantee a deficit on a certain Lake Washington bridge?

MR. SENDERS: That is correct.

MR. BUGGE: $450,000 a year.

MR. SENDERS: That will also mean a test in constitutionality. Assuming that the Court finds it constitutional, then it would be possible that legislation could be passed in Washington placing motor vehicle funds.

MR. BEIERLEIN: I wonder if I can ask a question that is going through my mind to ask. In contemplating this program here and subsidies of even to the tune of seven hundred and some odd thousand dollars for each State, is it contemplated to keep the tolls on until that has been reimbursed? All of our Washington legislation regarding tolls have always been contemplated that way, of recent years, at least, that any toll project that would require subsidy or guarantees of any kind, that the tolls would remain in effect until every dollar that's ever been spent had been repaid to the State or any other agency that might pledge it or pay it.

MR. WILLIAMS: That was the thinking but this law that was voted by the Act of the Congress about the limitations of 30 years -- I still think that

there's something peculiar in there, whether or not that would throw a monkey wrench in the wheel, I don't know. It was the contemplation that the tolls would remain on, in fact, as I quoted at the end of the time that these were paid off on a 35-year basis, you would be paying in about half a million dollars a year. So that eventually everything would be repaid, but you would have to check further into this Act of Congress that no bridge across a navigable stream could be tolled longer than 30 years. That's a brand new one on me.

MR. BETTENDORF: May I answer Dutch's question on that? Dutch, as far as Highway 101 and across the Columbia River there, that is not a part of the Federal Highway System, is it?

MR. WILLIAMS: No.

MR. BETTENDORF: So that would not be applicable in that case.

MR. WILLIAMS: I didn't think that it should be, but the Attorney pointed out and after a very little time he said that this was not applicable to Bureau of Public Roads regulations, it was the Corps of Engineers. Now that is going to take further study; I'd never heard of that law before. It seems something rather peculiar. I know bridges in Oregon that the tolls have been on longer than 30 years -- still are -- the Bridge of The Gods, but he quoted that was built before this law went into effect, that I don't know. I am entirely at sea in reverse to this law.

MR. HOLMSTROM: Mr. McIver, may I make a comment here? It might be interesting to this group here. As you know, as the principal author of this bill in the Oregon Legislature, I, of course, looked into this particular possibility of Washington's authority. Of course, I am not an attorney, but I just thought I would throw it out. I am very sorry that Mr. Lindas is not here today, because I have a copy of the letter which I am sorry again I don't have with me, a copy of a letter from Mr. Lindas which was furnished to me by Mr. Sipprell who is an employee of the Oregon State Highway Commission, in which this letter commented on the Washington State Highway Commission's authority and cited specifically the wording of a statute, which I don't recall, in the Washington laws that gives the Washington State Highway Commission authority, that they may enter into a contract or agreement with the State of Oregon or any political subdivision of the United States of America in regards to any interstate bridges or highways, and it was on this assumption that in my discussions with members of the Oregon State Highway Commission and with Mrs. Julia Butler Hansen that we based that our legislation passed by Oregon could be actually worked into the Washington law based on this particular statute. Now, I'm not, as I say, an attorney, and I do have a copy of the letter; it is one of these Veri-fax copies, of Lindas' letter in my files at home, and I was sure that Mr. Lindas would have it, of course, in his file. This is a question that I wonder if I might be permitted to ask a member of the Washington delegation, if they are familiar with this or if they know about the particular statute that I am referring to.

MR. SENDERS: Ye I do. I am looking and trying to find that statute -- that statute is correct, and actually that statute has been on the books -- I think going back to 1937 -- authorizing contracts with the Federal Government

and the adjoining states. I think I have it here somewhere. However, that statute does not authorize the Highway Department to pledge motor vehicle funds; moreover, even if we were to construe it so, there would have to be a specific appropriation for that purpose. We don't have either an authorization to pledge it, or a specific appropriation for that purpose, and in view of the fact that the '59 Legislature passed a specific bill authorizing the subsidy for the Lake Washington bridge, the courts would deem it a stronger proof of the legislative intent that there wasn't that authority without the Act. So they could enter the agreement, but they couldn't use any funds because they haven't been authorized to do so.

MR. BETTENDORF: What would be the particular reason for entering into an agreement without any authorization for the expenditure of funds?

MR. SENDERS: Well, suppose you were going to build a bridge across there toll-free--

MR. BETTENDORF: Well, supposing it was toll-free?

MR. SENDERS: If the State Highway Commission had the money appropriated, they could build a toll-free bridge there, no question about it. As a matter of fact, in our State in 1937 they made the division which I understand is not common, is not the case in Oregon, where the Highway Commission builds toll-free projects and the Toll Bridge Authority was especially set up to build toll bridges. Now, there is a linking in that when the Toll Bridge Authority finances a project, it orders the Highway Commission to build it, but as a general rule of thumbs, practically true in almost every case, the Highway Commission has nothing whatever to do with the Toll Bridges, that is solely the province of the Toll Bridge Authority.

MR. BETTENDORF: In this particular case, with Oregon furnishing the construction bond, Oregon operating it, and Oregon maintaining it, is there any reason for the Washington Toll Bridge Authority to be involved whatsoever?

MR. SENDERS: Well, no, if Oregon wanted to build a bridge, and sell the bonds, you wouldn't need Washington at all; you could do it tomorrow, but the trouble is you want us to pick up half the deficit, and under the Washington statutes, we can't do it. If that provision were not in the legislation, you would be in business right now.

MR. BETTENDORF: In other words, if there was a lump sum request?

MR. SENDERS: If you had requested a lump sum, and if Washington Legislature had appropriated that sum to the Highway Commission, then they could do it, or authorize the Highway Commission to spend it, then they could do it. Now, as I pointed out, if the Legislature were in session today, it could pass legislation authorizing it to pledge the motor vehicle fund for this purpose. It should authorize the Highway Commission to spend money to build a bridge toll-free, if it so desires.

MR. HOLMSTROM: In other words, in your opinion, it would take because of this bill passed in the 1959 Washington session, it would take specific

legislation before the State of Washington in any way, shape or form could pledge any motor vehicle fund to any, if any, deficit, on a Lower Columbia River bridge. Is that correct?

MR. SENDERS: That is correct. I want to add further, that in no case would any legislation help you with '59 Oregon law, because that is a constitutional provision which would require either a vote of the people at a special general election.

MR. HOLMSTROM: Why would that be?

MR. SENDERS: Well, the Constitution, Sections 1, 2 and 3, provides that the State of Washington cannot contract a general obligation.

MR. HOLMSTROM: There'x nothing in our bill that requires the State of Washington to issue general obligation bonds.

MR. MC IVER: Gentlemen, let me ask a question. Am I right, Mr. Rohde, assuming that everything goes along here, if we sell these bonds that we must get an opinion from Shuler or whoever is going to issue them when we sell them. We either get that or we have a hard time selling them. We may as well have our ideas, but we have to get over that hurdle, and that's one reason we are having this, if we feel that there is a possibility of getting over this, we could ask Mr. Rohde to get an opinion from Mr. Shuler, who would also have to examine the opinion that is given by the Attorney General from the State of Washington. Do you gentlemen feel that we should go that far? We should feel, that if the opinion comes from him that this can't be done, it can't be done, without more legislation because we can't sell the bonds. It can or it can't. It is just about that simple.

MR. HOLSTROM: Mr. McIver, I would say that, if I might just comment, I would say that that would probably be a very excellent suggestion, in that giving a man such as Mr. Shuler who is a very qualified bond expert and who has dealt in the issuance of various state bonds for years and years, if in his opinion that the bonds could be sold, they could be sold. There is a legal authority, if they can, he'll definitely say so right away. I think there is no question about that.

MR. BUGGE: As I understand from your Act, you've got to have a firm agreement with the State of Washington to defray any deficits, is that right?

MR. HOLMSTROM: Half of it. Fifty percent.

MR. BEIERLINE: Well, may I add, coupled with the authority that the Toll Bridge Authority has been given to Washington to contract with Oregon, that Act that Senders -- , coupled with it, you failed to state that at the last, you explained it earlier, I remember very well it had something to do with the letting of it, it has to be feasible; it has to be found feasible by a study, and this thing is not feasible according to our interpretation of this project.

MR. HOLMSTROM: (?) No, when you talk of feasibility, and then in the

next breath you talk of deficits, you don't have anything to count on.

MR. BEIERLINE: Well, feasible in this way, that it would not require a subsidy; in other words, now for instance, the costs on bridging was feasible. The only reason that we asked a guarantee was because we could get a lower interest rate, but the project would retire, would pay for itself without any other subsidy. The only reason we ask the motor vehicle pledge, or increase in gas tax, the bill that I had there, was to get a better rate of interest.

MR. BETTENDORF: Well, gentlemen, we may be losing one sight here, that we've been in this thing for four years and ever since even the '55 report the bridge was not going to be self-liquidating during its early years. The theory at that time was, based on the Coverdale-Colpitts report, it was going to take subsidy of an average of $103,000 a year for a period of eleven years, that was based on a 3% interest rate. One the basis of that both the Oregon and Washington Legislatures at the 1957 sessions appropriated $100,000 each to go ahead and draw the final designs and plans on the basis that type of a subsidy or deficit was well within the reason of the ability of each state to pay. And the thing would be worked out on that basis. Now, there's never been any reason to believe since the first reports came out that this thing was going to be self-sustaining during its first few years. The thing that knocks the whole thing in the head is the last Coverdale and Colpitts report. Going back to the first report, if we had had the Oregon State Highway Department's cost estimates and final plans, if we'd have used the 1955 Coverdale and Colpitts traffic reports, the A. C. Allen Company would have purchased the bonds from the Port of Astoria and that bridge would have been built. But back in 1955 Tudor estimated the cost of that bridge at $25,000,000. Now, today it is only $23,000,000, slightly over. If we'd have had more accurate cost estimates the cost of that bridge in 1955 would have been somewhere around 16 or 18 million dollars, based on the costs increases the State replaced since. Because when the two states reviewed this in 1957 or '56, they took Tudor's engineer costs and jumped them 20% because they said that during the last 18 months bridge construction costs increased by approximately 20%. So they raised the $25,000,000 up to $30,000,000 at that time. But I think it has always been, ever since this project first was studied and came out into light, that during its early years it was going to have to be subsidized, and at that time the subsidies appeared to be needed was something well within the ability of the two states to carry on. Somebody else mentioned about our traffic on the ferry, not increasing. Traffic on the ferry is going to continue to go down, and it's going to get worse, because people are just continually by-passing that route as long as you've got a ferry there. Nobody is going to wait an hour and a half when they can, they can travel 45 miles easily in the hour and a half. You can see traffic all around us on the increase but ferry traffic is continually decreasing.

MR. MC IVER: What you have in mind by that is, for these two Commissions to make another check? To pay for another report?

MR. BETTENDORF: I say this, if you want to make another traffic study, I would like to see Mr. Glaze's Department make a study rather than going out here and hiring an independent firm, some of them who have suffered some defeat because of miscalculations, and as far as I am concerned, I can take and make a better traffic study that that myself, and I know absolutely nothing about it, than the one Coverdale and Colpitts made this last time. The methods

that were used to check, why didn't they use the same check points as they did the first time? They eliminated completely all the traffic that is being diverted to Highway 99. I think Mr. Glaze will agree with me. But inasmuch as we are talking about general obligation bonds, it is not necessary to go out and hire an independent firm to make another traffic study. Either the Oregon Department or the Washington Highway Department can make their own study, and I would think that you as Commissioners would accept their verdict.

MR. MC IVER: Do you want to make your own study, Mr. Chairman, and guarantee this fund on this study?

MR. KETCHAM: We won't guarantee anything, Mr. McIver, but if it will facilitate this thing, we would be happy, I imagine, to go into it from our traffic angle.

MR. BUGGE: Well, I want to ask Mr. Glaze this question. Of course, if this thing is going to resolve itself back into a revenue bond issue, you've got to get a recognized traffic engineer to make a report whether you like his report or not, because that is what the bankers tell us to do. Mr. Glaze reviewed these two reports and we can still make another report. Let me ask you this, Mr. Glaze, if you made another report, from the study that you have made now you have indicated that findings you would have on another report would probably be midway, someway between the first and second Coverdale and Colpitts report. So it would still resolve itself into a substantial deficit as far as the two states are concerned to resolve this issue. And that is of course the thing that concerns me, that if we do get into another report, just what will we accomplish by it from the standpoint of trying to work out some way of financing the bridge with respect to the laws of the State of Oregon and the State of Washington. We do have statutory limitations, whether we like it or not, we have them. That's the problem.

MR. WILLIAMS: Well, I would say it in this way. I think that Mr. Bettendorf has expressed it very correctly that there is a difference in these reports -- somewhere between probably is it. By no stretch of the imagination, can you say now that that bridge would be entirely self-liquidating. So if the deficit is only $100,000 a year, you are telling us that you couldn't come in for the $100,000. So that, as it appears to me now, it is not a matter of whether you come in for $100,000 a year or half a million a year, you say you couldn't come in. Any report that is made is not going to show it as self-liquidating. There will be some deficit, probably somewhere between the two or three hundred thousand dollars they talk about and the million and a half that we are talking about. Isn't that true, Mr. Bettendorf, that it will not come up self-liquidating? As I understand your stand, that no matter what the deficit you could not meet that deficit without legislative action.

MR. SENDERS: Well, that is not exactly -- perhaps if you are speaking in terms of five or ten million dollars on the Washington side over a period of thirty years. If it is a very small deficit, and if the cities and counties -- and it presumably wouldn't have to be by vote of the voters -- were to agree to put that up, but if you were speaking in terms of the Highway Commission Motor Vehicle Fund, you were correct.

MR. HOLMSTROM: Mr. McIver, I would like to direct a question to Mr. Bugge. Bill, do you recall in 1957 during the Legislative session in Washington that Mr. Williams, Mr. McIver and myself, and I think Charlie Reynolds, came to Olympia and discussed this project, and at that time with Mrs. Hansen and some members (I don't know if you gentlemen were there or not) of the Washington Legislature. We sat around a table similar to this and the statement was made that the State of Washington probably could go along with somewhere in the vicinity of a quarter of a million dollars deficit per year for the first ten years and it was assumed that we were going to have that deficit. Now, on this statement made, on what law were you judging this allowing to go on the _____ ($250,000. ?) ?

MR. BUGGE: At that time it was the thinking of the legislative session that there would probably be, if this thing were consumated, the proper legislation to take care of the amount of money that would be required.

MR. HOLMSTROM: In other words, at that time you thought they would run a specific bill?

MR. BUGGE: That's right.

MR. MC IVER: Anything else? I think that from what has been said, that if there are no objections, and I see none, we could get an opinion from Shuler that would resolve this question of selling bonds.

MR. HOLMSTROM: Mr. McIver, before closing -- I don't like to spend too much time talking here, being more of an observer than anything -- but I think that in regards to this bridge that the delegation from Washington and the State of Washington itself, we've got to, along with Oregon, have to show desire to attempt to build this thing and to resolve it. If we are going to actually become a reality in regards to this project, we've got to explore every attempt if it is a desirable project. If that isn't going to be done, I think that possibly we will have to wait until the next legislative session in Washington and see if there is enough support in there in a specific bill. I think we are going to have to explore every avenue if we desire this bridge and if we are going to attempt to try and build it.

MR. MC IVER: Well, Bill, I am wondering there, that's why I mentioned getting this opinion here. We've got to sell bonds to build a bridge. As far as I know in Oregon this firm that Mr. Shuler is with is the one that, either that firm or in New York, we will have to get an opinion before we sell them. And we are almost up against this legislation now, and that's why it seems appropriate at this time to get that before we go too far.

MR. HOLSTROM: One more thing, I just want to say to the Washington delegation that when I had this bill drafted and when this bill was presented to the Legislature in Oregon I was assuming that this letter that I had from Mr. Lindas was the authority that was required by the Washington State Highway Commission to enter into agreements. I want to assure the Washington delegation that if I would have been aware that it was a sufficient authority, I would have been immediately right sitting in your laps. I want you to know that. I assumed that that was sufficient authority.

MR. MC IVER: Anything else to come up here, gentlemen?

MR. COWELL: Mr. McIver, I know that it is very apparent that both Oregon and Washington would like to build this bridge. Are we going to say now that we are going to wait until the next session of the Legislature before we are going to do anything? Or is it possible that perhaps the attorneys of the State of Washington and perhaps somebody in your state could contact the different counties adjacent to the mouth of the Columbia River there, and find out how much millage they are allowed to levy on Port Districts, how much on the county level, whether they could come up with a sufficient amount of money in a general election or even a special election that might carry the difference required so that we could go ahead on it. It might be something to work on between now and the next Legislature or even go ahead within the next year.

MR. MC IVER: I think that as far as that is concerned, Mr. Cowell, we are in good shape on the thing, it would have to be the counties over in Washington.

MR. COWELL: You can issue general obligation bonds.

MR. MC IVER: We are all fixed with the exception of that half guarantee that they tied on to us. Now, if that could come by an amount of money that could be pledged by the counties, or the state, or what not, I guess we'd be in shape to go.

MR. WILLIAMS: Yes, the State of Oregon is in a position of selling the bonds and letting a contract for the bridge, at such time as a contract can be entered into with Washington for guarantee of half the deficit.

MR. MC IVER: It tacks on that half-payment over there which is a guarantee for payment of half of this interest, is the only thing that is tough about it.

MR. BUGGE: Well, I would like to ask Mr. Senders a question. You discussed about the guarantee of other political subdivisions other than the State, under the statutes of Washington, could these other political subdivisions, the county or the port commissions, port districts, would they enter into an agreement with the State of Oregon in meeting the deficit and the State of Oregon could sell the bonds?

MR. ROHDE: If I can get the picture, our statute said the State of Washington, I mean it did not mention any subdivisions.

MR. BUGGE: Well, I was just wondering, I think it did mention about the Toll Bridge Authority having to get into the act then to sell the revenue bonds. Is that right?

MR. SENDERS: Tom, what do you think on that one? Whether or not a pledge or contribution from a political subdivision would meet the requirements of the Oregon Act?

MR. GARLINGTON: No, whether or not, for example, under the new Port District Act, we'll say a Port District in Wahkiakum County could deal directly with Oregon.

MR. SENDERS: Not under that statute, the way I construe it or interpret it. That statute is related directly to projects financed and constructed by the Washington Toll Bridge Authority. It is not an authority for our political subdivisions to join with the Oregon Highway Commission.

MR. GARLINGTON: I believe the 1959 Act, that one about contributions by cities and counties, also refers to the Toll Bridge Authority.

MR. SENDERS: Even so, bearing in mind the continuous perennial problem of counties, how could they assume any definite obligations without some sort of an election, passing of bonds, or what not?

MR. GARLINGTON: They are limited. Their financial capacity is in terms of their own general obligation bonds or excess mill levies. Now, excess mill levies can be almost be counted out, because in Washington they can only be levied for one year at a time and there is no way of predicting of whether the people would vote successive mill levies in future years.

MR. MORGAN: The bond people wouldn't accept such a guarantee.

MR. GARLINGTON: No. So you have to count on any contributions from the counties or cities coming in the form of lump sum amounts raised in the general obligation bonds right at the outset. Now, counties, cities, port districts, do have debt limits, just as the State does, and their debt limits are generally speaking, and for our purposes, 5% of their assessed valuation of taxable property. And, of course, that is in these sparsely populated counties, that isn't too great.

MR. MORGAN: You will find from Grays Harbor south, though, all ports are all pretty well obligated now.

MR. BUGGE: If this has to be set up as a revenue bond issue under the Toll Bridge Authority, as I stated before, then you've got this other problem of the higher interest rate that you've got to meet, because it is quite evident that on revenue bonds you wouldn't get less than 5%. On an issue this large that would make quite a difference over a 20 or 30 year period.

MR. SENDERS: In answer to your question, I think Mr. Garlington and I conclude that the cities, counties and ports of Washington could not deal directly with Oregon in attempted compliance with the '59 Act. However, I believe Mr. Rohde will back me up that the State of Washington referred to here means the State of Washington and not the agencies, counties, or subdivisions thereof. That's your Act, I don't claim it.

MR. MC IVER: I would like to ask one question here. The bill that Bill Holmstrom put in here has with it the Highway 42 money. Now, assuming for instance, that we can't go on with the bridge, what does that do to our Highway 42?

MR. ROHDE: Well, sir, we did some research on that in our office, and it would be our opinion at the present time that they are severable, and that the one would have no particular bearing on the other.

MR. MC IVER: I see. Thank you. We will get this opinion from Mr. Shuler. Anybody else care to say a word?

MR. BUGGE: Would it be possible in this opinion that we are to get from Mr. Shuler, of course he will have the opinion of our Attorney General's office, would it be possible for him to explore this situation with respect as to our laws as to the help from any political subdivisions in that area? I think you should exhaust every method here in trying to put this bridge together. It is of importance to the two states. We do have these statutory limitations but I think it would be well to have your bond counsel to explore all these possibilities so that you would have his advice from the standpoint of issuing these bonds.

MR. MC IVER: We don't want to be stopped unless we just can't do it.

MR. SENDERS: Incidentally, Mr. Rohde, isn't the limit on the bonds provided in your '59 Oregon Act 20 years?

MR. ROHDE: Forty.

MR. GARLINGTON: One more question. Has it been determined that both States will benefit equally by this bridge? I have a reason for asking that. There are some of us in Washington that feel that Washington would not benefit to the extent of Oregon would and when you say stand half of the subsidy there will be a question in the minds of some, I am sure, I didn't know if I should bring this out here or not, but there is that question in our minds, though.

MR. MC IVER: You have this feeling and I presume, I am sure you have it up there because I have talked to some of the people in Washington; that is this, the bridges built across the Columbia where the States of Oregon and Washington are abutting it, they should be built by the two states.

MR. GARLINGTON: The only thing about it is that Washington in that particular area is not, the population situation is somewhat different than it is directly across in Oregon and that of course I can say to you from a legislative standpoint will have a bearing on when the time really gets down to when the chips are down, where the Washington Legislature is going to be asked for that kind of a subsidy. That I can say to you.

MR. MC IVER: Well, my own opinion on it would be this, as a layman, people crossing the bridge, they have to go into Washington, they have to come into Oregon. They either sell their goods or they have goods to sell. It would seem to me that the fellow is going to benefit on one side as much as on the other, or there would be no reason for the bridge.

MR. FRIDLEY: That's true today, it may not be true tomorrow either.

MR. MORGAN: Well, I said a while ago, your major requirement of that bridge is, as I see it, isn't to carry population from one side of the bridge to the other, if that's what you had in mind. It is the tourist situation which we all look forward to for five months in the year and that is the time where your existing ferry, your one ferry, takes care of all the traffic required for some six or seven months in the year. The three of them are completely and entirely inadequate for the balance of the year. So that tourist business, which we want in Washington as badly as you do here, benefits Pacific County, Grays Harbor County, the entire Olympic Peninsula counties, because it is a beautiful scenic part of our state. That's their interest in it, not from a standpoint of how much immediate traffic, it isn't like the Vancouver-Portland bridge where people work back and forth from both states, live on one side and work on the other. So we want to get the tourists from Oregon into Washington, sure.

MR. KETCHAM: Coverdale and Colpitts based their report on $1.75 toll. The biggest toll we have in the State of Washington is $1.00 and that's on that Umatilla Bridge; that's a pretty good piece of change to go across that bridge.

MR. WILLIAMS: They are basing that on the existing cost. The existing cost is that much on the ferry, although the charge is $1.25 with the car and driver. Each passenger pays 25 cents. The existing revenue on the ferry is a few cents more than that $1.75 so actually they would pay the same to cross the bridge as they would to cross the ferry. Because if the car and all that's in it, you can't count the passengers on a toll bridge.

??? : I think they would be glad to pay it if they had a bridge.

MR. KETCHAM: This Oregon Legislature, that pinpoints the position of that bridge, doesn't it?

MR. WILLIAMS: Moving as far as required, I think would go entirely. It says "At or near". Twelve miles or not I would question very much.

MR. KETCHAM: Do you have any traffic reports on that toll ferry that is operating?

MR. WILLIAMS: It is a private ferry, and they have been in bad shape since they lowered the tolls on the Longview Bridge.

MR. SENDERS: In line with Mr. Ketcham's question, I would like to ask Mr. Rohde what interpretation his office makes upon that "at or near Astoria, Oregon". Mr. Rohde. do you have any cases determining the meaning of "at or near"?

MR. ROHDE: I haven't studied it, so I couldn't give you an opinion that would be worth anything at all.

MR. SENDERS: The Washington Legislation refers only to the lower Columbia River.

MR. MC IVER: Bill, I think the intent of the Legislature in Oregon was to put it across at Astoria, wasn't it?

MR. HOLMSTROM: To connect 101. The last remaining gap in 101, Mr. Mc Iver.

MR. MC IVER: Anything else?

MR. BUGGE: I may say, Milo, I talked to Governor Rosellini yesterday about this situation, discussed this ruling of the Attorney General with him, and he indicated that he certainly realizes the importance of this bridge to the economy of the two states. Knowing the legal limitations, but he did indicate that anything the Toll Bridge Authority could do, to try to unravel this thing, that the full support is theirs.

MR. MC IVER: Thank you very much. Gentlemen, we thank you very much for your time in coming down. We always enjoy meeting with you, and we will furnish you with a copy of this occasion. We're adjourned.

(Adjourned 3:25 P. M.)

FORM E-30 50M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1959

SUBJECT: Bond retirement - Astoria Bridge

To: Mr. W. C. Williams

Herewith schedules of bond retirement covering the proposed $24,000,000 issue for the Astoria Bridge. I am submitting two schedules:

1. On 20-year bonds with principal payments to start after the fifth year. This schedule is based on a level debt service and an estimated 3½ percent interest. The bridge revenue is taken from Coverdale and Colpitts' report and is assumed not to increase after 1972. Coverdale and Colpitts do not consider that traffic can be forecast more than 10 years in the future.

2. A bond issue based on 35-year bonds with payments to start after the first five years with an interest rate of 3 3/4 percent. In the estimated bond revenue we have used the Coverdale and Colpitts revenue estimates up to 1972 and then have increased this revenue by 2 percent per year. This anticipated revenue probably is optimistic but it would only seem logical that there would be some increase in the years after 1972.

G. S. Paxson

GSP:gm
Attach.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE, $24,000,000 at 3½%

Equal Principal Payments

Year	Interest	Principal	Total	Bridge Revenue	Net Payment By States
1960					
1961	$ 840,000	$ - -	$ 840,000	$ 240,000 1/	$ 600,000
1962	840,000	- -	840,000	120,000 1/	720,000
1963	840,000	- -	840,000	- -	840,000
1964	840,000	- -	840,000	215,000	625,000
1965	840,000	- -	840,000	253,000	587,000
1966	840,000	1,600,000	2,440,000	260,000	2,180,000
1967	784,000	1,600,000	2,384,000	267,000	2,117,000
1968	728,000	1,600,000	2,328,000	274,000	2,054,000
1969	672,000	1,600,000	2,272,000	280,000	1,992,000
1970	616,000	1,600,000	2,216,000	287,000	1,929,000
1971	560,000	1,600,000	2,160,000	294,000	1,866,000
1972	504,000	1,600,000	2,104,000	301,000	1,803,000
1973	448,000	1,600,000	2,048,000	307,000	1,741,000
1974	392,000	1,600,000	1,992,000	307,000	1,685,000
1975	336,000	1,600,000	1,936,000	307,000	1,629,000
1976	280,000	1,600,000	1,880,000	307,000	1,573,000
1977	224,000	1,600,000	1,824,000	307,000	1,517,000
1978	168,000	1,600,000	1,768,000	307,000	1,461,000
1979	112,000	1,600,000	1,712,000	307,000	1,405,000
1980	56,000	1,600,000	1,656,000	307,000	1,349,000
Total	$ 10,920,000	$ 24,000,000	$ 34,920,000	$ 5,247,000	$ 29,673,000

1/ Interest on investments during construction.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE, $24,000,000 at 3½%

Equal Principal Payments

t	Principal	Total	Bridge Revenue	Net Payment By States	Bonds Outstanding
					$ 24,000,000
000	$ - -	$ 840,000	$ 240,000 1/	$ 600,000	24,000,000
000	- -	840,000	120,000 1/	720,000	24,000,000
000	- -	840,000	- -	840,000	24,000,000
000	- -	840,000	215,000	625,000	24,000,000
000	- -	840,000	253,000	587,000	24,000,000
000	1,600,000	2,440,000	260,000	2,180,000	22,400,000
000	1,600,000	2,384,000	267,000	2,117,000	20,800,000
000	1,600,000	2,328,000	274,000	2,054,000	19,200,000
000	1,600,000	2,272,000	280,000	1,992,000	17,600,000
000	1,600,000	2,216,000	287,000	1,929,000	16,000,000
000	1,600,000	2,160,000	294,000	1,866,000	14,400,000
000	1,600,000	2,104,000	301,000	1,803,000	12,800,000
000	1,600,000	2,048,000	307,000	1,741,000	11,200,000
000	1,600,000	1,992,000	307,000	1,685,000	9,600,000
000	1,600,000	1,936,000	307,000	1,629,000	8,000,000
000	1,600,000	1,880,000	307,000	1,573,000	6,400,000
000	1,600,000	1,824,000	307,000	1,517,000	4,800,000
000	1,600,000	1,768,000	307,000	1,461,000	3,200,000
000	1,600,000	1,712,000	307,000	1,405,000	1,600,000
000	1,600,000	1,656,000	307,000	1,349,000	- -
000	$ 24,000,000	$ 34,920,000	$ 5,247,000	$ 29,673,000	

stments during construction.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE, $24,000,000 at 3-3/4% FOR 35 YEARS
Level Debt Service

Year	Interest	Principal	Total	Bridge Revenue	Net Payment By States
1960					
1961	$ 900,000	$ - -	$ 900,000	$ 240,000 1/	$ 660,000
1962	900,000	- -	900,000	120,000	780,000
1963	900,000	- -	900,000	- -	900,000
1964	900,000	- -	900,000	215,000 2/	685,000
1965	900,000	- -	900,000	253,000	647,000
1966	900,000	446,000	1,346,000	260,000	1,086,000
1967	883,275	463,000	1,346,275	267,000	1,079,275
1968	865,912	480,000	1,345,912	274,000	1,071,912
1969	847,912	498,000	1,345,912	280,000	1,065,912
1970	829,238	517,000	1,346,238	287,000	1,059,238
1971	809,850	536,000	1,345,850	294,000	1,051,850
1972	789,750	556,000	1,345,750	301,000	1,044,750
1973	768,900	577,000	1,345,900	307,000	1,038,900
1974	747,262	599,000	1,346,262	313,000 3/	1,033,262
1975	724,800	621,000	1,345,800	319,000	1,026,800
1976	701,512	644,000	1,345,512	325,000	1,020,512
1977	677,362	669,000	1,346,362	332,000	1,014,362
1978	652,275	694,000	1,346,275	339,000	1,007,275
1979	626,250	720,000	1,346,250	346,000	1,000,250
1980	599,250	747,000	1,346,250	353,000	993,250
1981	571,238	775,000	1,346,238	360,000	986,238
1982	542,175	804,000	1,346,175	367,000	979,175
1983	512,025	834,000	1,346,025	374,000	972,025
1984	480,750	865,000	1,345,750	381,000	964,750
1985	448,312	898,000	1,346,312	389,000	957,312
1986	414,638	931,000	1,345,638	397,000	948,638
1987	379,725	966,000	1,345,725	405,000	940,725
1988	343,500	1,003,000	1,346,500	413,000	933,500
1989	305,888	1,040,000	1,345,888	421,000	924,888
1990	266,888	1,079,000	1,345,888	429,000	916,888
1991	226,425	1,120,000	1,346,425	438,000	908,425
1992	184,425	1,162,000	1,346,425	447,000	899,425

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE, $24,000,000 at 3-3/4% FOR 35 YEARS
Level Debt Service

	Principal	Total	Bridge Revenue	Net Payment By States	Bonds Outstanding
					$ 24,000,000
0	$ - -	$ 900,000	$ 240,000 1/	$ 660,000	24,000,000
0	- -	900,000	120,000	780,000	24,000,000
0	- -	900,000	- -	900,000	24,000,000
0	- -	900,000	215,000 2/	685,000	24,000,000
	- -	900,000	253,000	647,000	24,000,000
	446,000	1,346,000	260,000	1,086,000	23,554,000
5	463,000	1,346,275	267,000	1,079,275	23,091,000
2	480,000	1,345,912	274,000	1,071,912	22,611,000
2	498,000	1,345,912	280,000	1,065,912	22,113,000
8	517,000	1,346,238	287,000	1,059,238	21,596,000
0	536,000	1,345,850	294,000	1,051,850	21,060,000
0	556,000	1,345,750	301,000	1,044,750	20,504,000
0	577,000	1,345,900	307,000	1,038,900	19,927,000
2	599,000	1,346,262	313,000 3/	1,033,262	19,328,000
0	621,000	1,345,800	319,000	1,026,800	18,707,000
2	644,000	1,345,512	325,000	1,020,512	18,063,000
2	669,000	1,346,362	332,000	1,014,362	17,394,000
5	694,000	1,346,275	339,000	1,007,275	16,700,000
0	720,000	1,346,250	346,000	1,000,250	15,980,000
0	747,000	1,346,250	353,000	993,250	15,233,000
8	775,000	1,346,238	360,000	986,238	14,458,000
5	804,000	1,346,175	367,000	979,175	13,654,000
5	834,000	1,346,025	374,000	972,025	12,820,000
0	865,000	1,345,750	381,000	964,750	11,955,000
2	898,000	1,346,312	389,000	957,312	11,057,000
8	931,000	1,345,638	397,000	948,638	10,126,000
5	966,000	1,345,725	405,000	940,725	9,160,000
0	1,003,000	1,346,500	413,000	933,500	8,157,000
8	1,040,000	1,345,888	421,000	924,888	7,117,000
8	1,079,000	1,345,888	429,000	916,888	6,038,000
5	1,120,000	1,346,425	438,000	908,425	4,918,000
5	1,162,000	1,346,425	447,000	899,425	3,756,000

BOND RETIREMENT SCHEDULE, $24,000,000 at 3-3/4% FOR 35 YEARS
Level Debt Service

Year	Interest	Principal	Total	Bridge Revenue	Net Payment By States
1993	140,850	1,205,000	1,345,850	456,000	889,850
1994	95,662	1,250,000	1,345,662	465,000	880,662
1995	48,788	1,301,000	1,349,788	474,000	875,788
Totals	$ 20,884,837	$ 24,000,000	$ 44,884,837	$ 11,641,000	$ 33,243,837

1/ Interest on investments during construction.

2/ Revenue from report of Coverdale & Colpitts, November 28, 1958.

3/ Revenue from report of Coverdale & Colpitts, November 28, 1958, plus growth of 2% per year.

BOND RETIREMENT SCHEDULE, $24,000,000 at 3-3/4% FOR 35 YEARS
Level Debt Service

	Principal	Total	Bridge Revenue	Net Payment By States	Bonds Outstanding
0	1,205,000	1,345,850	456,000	889,850	2,551,000
2	1,250,000	1,345,662	465,000	880,662	1,301,000
8	1,301,000	1,349,788	474,000	875,788	- -
	$ 24,000,000	$ 44,884,837	$ 11,641,000	$ 33,243,837	- -

stments during construction.

eport of Coverdale & Colpitts, November 28, 1958.

eport of Coverdale & Colpitts, November 28, 1958, plus growth of 2% per year.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE, $24,000,000 at 3½%

Level Debt Service

Year	Interest	Principal	Total	Bridge Revenue	Net Payment By States
1960					
1961	$ 840,000	$ --	$ 840,000	$ 240,000 1/	$ 600,000
1962	840,000	--	840,000	120,000 1/	720,000
1963	840,000	--	840,000	--	840,000
1964	840,000	--	840,000	215,000	625,000
1965	840,000	--	840,000	253,000	587,000
1966	840,000	1,244,000	2,084,000	260,000	1,824,000
1967	796,460	1,287,000	2,083,460	267,000	1,816,460
1968	751,415	1,333,000	2,084,415	274,000	1,810,415
1969	704,760	1,379,000	2,083,760	280,000	1,803,760
1970	656,495	1,427,000	2,083,495	287,000	1,796,495
1971	606,550	1,477,000	2,083,550	294,000	1,789,550
1972	554,855	1,529,000	2,083,855	301,000	1,782,855
1973	501,340	1,583,000	2,084,340	307,000	1,777,340
1974	445,935	1,638,000	2,083,935	307,000	1,776,935
1975	388,605	1,695,000	2,083,605	307,000	1,776,605
1976	329,280	1,755,000	2,084,280	307,000	1,777,280
1977	267,855	1,816,000	2,083,855	307,000	1,776,855
1978	204,295	1,880,000	2,084,295	307,000	1,777,295
1979	138,495	1,945,000	2,083,495	307,000	1,776,495
1980	70,420	2,012,000	2,082,420	307,000	1,775,420
Total	$ 11,456,760	$ 24,000,000	$ 35,456,760	$ 5,247,000	$ 30,209,760

1/ Interest on investments during construction.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

BOND RETIREMENT SCHEDULE, $24,000,000 at 3½%

Level Debt Service

t	Principal	Total	Bridge Revenue	Net Payment By States	Bonds Outstanding
					$ 24,000,000
000	$ - -	$ 840,000	$ 240,000 1/	$ 600,000	24,000,000
000	- -	840,000	120,000 1/	720,000	24,000,000
000	- -	840,000	- -	840,000	24,000,000
000	- -	840,000	215,000	625,000	24,000,000
00	- -	840,000	253,000	587,000	24,000,000
000	1,244,000	2,084,000	260,000	1,824,000	22,756,000
460	1,287,000	2,083,460	267,000	1,816,460	21,469,000
415	1,333,000	2,084,415	274,000	1,810,415	20,136,000
760	1,379,000	2,083,760	280,000	1,803,760	18,757,000
495	1,427,000	2,083,495	287,000	1,796,495	17,330,000
550	1,477,000	2,083,550	294,000	1,789,550	15,853,000
855	1,529,000	2,083,855	301,000	1,782,855	14,324,000
340	1,583,000	2,084,340	307,000	1,777,340	12,741,000
935	1,638,000	2,083,935	307,000	1,776,935	11,103,000
605	1,695,000	2,083,605	307,000	1,776,605	9,408,000
280	1,755,000	2,084,280	307,000	1,777,280	7,653,000
855	1,816,000	2,083,855	307,000	1,776,855	5,837,000
295	1,880,000	2,084,295	307,000	1,777,295	3,957,000
495	1,945,000	2,083,495	307,000	1,776,495	2,012,000
420	2,012,000	2,082,420	307,000	1,775,420	- -
760	$ 24,000,000	$ 35,456,760	$ 5,247,000	$ 30,209,760	

tments during construction.

Location:

Oregon Law (1957) at or near Astoria. Channel parallel to shore. Site selected gives shortest line on best connection on Oregon side. Makes connection just west of Point Ellice. Minor change from Tudor line. Total length of structure 21,630' = 4.1 miles with fill 4.25 miles.

Clearances: Governed by Longview, Permit received Sept 29, 1958, 1070 feet between fenders (1200' span) 196' over highway (8' higher than applied for (Navy) North Channel 70' vertical - 300' horizontal.

Type: Cantilever over ~~North~~ South. Simple Trusses South. AASHO standard H20-S16. Concrete viaduct - 60' spans over Deadmans Sands about 2 miles ~~(10,000')~~ (10,635') Astoria approach: Deck trusses and girders then concrete viaduct

Roadway Width 28 feet - no sidewalks

Cost:- Including $500.000 R of Way $20,755,547

12½% Eng and Cont. 2 594.443

23,349,990

Have used $23.600,000

Operation and maint $202,000 per year

RECEIVED
MAY 22 1959
FOR FILING

F-W 3-1 (16)
3 Cy

May [illegible], 1959

Oregon State Highway Commission

Gentlemen:

In meeting with the Washington Highway Commission, the Washington Toll Bridge Authority, the Oregon State Highway Commission, and some legislators from the two states will be at a [illegible], Wednesday, May 27, in a section of the Queen's Room in the Imperial Hotel in Portland.

I mentioned above that some legislators would be present, and I understand that they will consist of Julia Butler Hansen, Chairman of the Ocean Highways Committee in Washington; Washington State senator [illegible], who represents the coastal area adjacent to the Astoria bridge project; and Oregon Representative [illegible] H. Holmstrom, who sponsored the bridge bill.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]:ms

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson

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MAY 22 1959
FOR FILING

May 21, 1959

Oregon State Highway Commission

Gentlemen:

You will note there have been many press reports in the last few days regarding the State of Washington's comments relative to its ability to enter into an agreement with the State of Oregon wherein it would pay half of the deficit costs of the Columbia River bridge at Astoria. In many of the press reports was mentioned the $4,000,000 so-called Highway 4? fund Act. Many of these reports stated that, although the bill did not earmark the money for Highway 4?, the Highway Commission had promised to spend the money there.

In so far as I know, no member of the State Highway Commission was ever contacted relative to the giving of such a promise, either verbally or by letter. You did receive a letter over the signature of Lloyd R. Overmire, Chairman of the State and Federal Affairs Committee, dated May 1, received in the Highway Commission's office May 5, stating that it was the intent of the State and Federal Affairs Committee that the money be used on Highway 4?. The letter further states that the intended use of this money was also mentioned on the floor of the House and the Senate. The latter, of course, is true.

I am bringing this to your attention in the event that you might possibly wish to set the record straight at your Commission meeting in Salem next week by issuing a press release on this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:HS

REFERRED
TO
FOR
LEONARD I. LINDAS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1959

SUBJECT: Astoria Bridge Bonds
House Bill No. 425
Chapter 386
Oregon Laws 1959

To: Mr. Leonard Lindas
Chief Counsel
O f f i c e

NOTED
W. C. WILLIAMS

On May 19th I received a call from Mr. Stanton Sender, Assistant Attorney General for the State of Washington, who is assigned to the Toll Bridge Authority. Mr. Sender, with respect to the above matter, gave me the following information.

Mr. Sender has reviewed our House Bill No. 425 as well as the recent acts of the Washington Legislature and has reached the opinion that under the Washington Statutes and a strict construction of subsection 2 of section 2 in House Bill No. 425 that it will be impossible for the State of Washington to obligate itself as required under said subsection 2. He informed me that they had had a meeting in Olympia which consisted of the Governor, State Highway Department, Toll Bridge Authority, and various other interested parties including some Washington State Senators, and that he had delivered such an opinion to them. He stated further that there will be an Attorney General's Opinion written on this matter but that it will not be complete and ready for the meeting which is scheduled for May 27th or 28th between the Washington Authorities and our Highway Commission. He is forwarding in the May 20th mail copies of the Washington Enrolled Bills which he believes are pertinent to this matter.

The reason for his opinion is apparently that the Washington State Constitution prohibits the State from incurring any debts over the maximum of $400,000.00. This sum, of course, is already in use. Hence, the State could not commit itself to have general obligation bonds or pay any debts over that constitutional amount. The Toll Bridge Authority can enter into agreements and float bonds for the construction of Toll Bridges but it can only issue revenue bonds. It cannot issue general obligation bonds and it is quite obvious from our own House Bill that the tolls for this bridge will not pay the interest or principle for maintenance for several years to come. The Highway Department of Washington can issue bonds which it pledges the Motor Vehicle Fund to pay, rather than being general obligations of the State, but he claims the Highway Department cannot issue such bonds or assume such obligations to pay indebtedness without an appropriation and special authority from the Washington Legislature.

NOTED
FORREST COOPER

The Washington Legislature has, of course, adjourned without passing any bills which would permit the Washington Highway Department to enter into a contract with Oregon assuming the obligations provided in House Bill No. 425.

It was his personal feeling, however, that we should not be discouraged as he felt that if we could get Federal Aid plus some funds from local counties or cities in the area, which the Washington Statutes permit, that we might possibly be able to build the bridge and have sufficient funds left over that could support its maintenance and then if it is a revenue producing situation a Toll Bridge Authority could possibly issue some bonds to assist in the maintenance of the bridge. He also felt that we could perhaps build a bridge upriver where its cost of construction would be cheaper and thus cut down the amount of bonds that would be necessary to float and if the traffic then warranted whereby it could be a revenue producing situation that again the Washington State Toll Bridge Authority might be able to float some bonds to assist.

He stated that Chapter 47.56 of the Washington Laws covers their Toll Bridge Authority and that we might be interested in reviewing this section of the Washington Code prior to the meeting.

I advised him that our Code likewise provided for bridges and toll bridges and gave him the citations in our Code from ORS 381.005 through ORS 383.380.

He promised me that when the Attorney General's Opinion was written on this matter that he would forward us a copy of the same.

FRANK C. McKINNEY
Staff Attorney

FCMcK:hg
CC: Mr. G. E. Rohde

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MAY 13 1959
FOR FILING

F-C03-1(3)
(1 Jet

Salem, Oregon
May 12, 1959

Astoria Bridge

Mr. F. B. Crandall

In connection with the sale of bonds for the Astoria Bridge, we are considering issuing $24,000,000 of 3½ percent bonds to be sold January 1, 1960. These would be 20-year bonds. Payment of interest due would be made each year, no principal payments to be made for the first five years of the life of the bonds.

After this five-year period, we would either pay the bonds off on a level debt service scheme, including each year's current interest, or continue the interest payments on outstanding bonds and pay off an equal amount of the bonds each year.

Will you please have two schedules made up showing yearly payments under each of these schemes.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams

RECEIVED
MAY 7 - 1959
FOR FILING

May 7, 1959

Mr. W. A. Bugge, Director of Highways
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

The Oregon State Legislature has passed House Bill 425 (a copy of which I encloss), which, with various amendments thereto, finally results in the earmarking of $24,000,000 for the construction of a bridge across the Columbia River at or near Astoria. The bill states that no bonds shall be issued until a contract has been entered into between the States of Oregon and Washington, wherein the State of Washington will pay promptly as it becomes due not less than 50 per cent of the annual deficit of the bridge, which deficit, of course, is the cost of maintenance, interest, and amortization of bonds over and beyond what toll revenues may accrue.

In order that this matter may be studied by the respective Commissions of the two states, the Oregon Highway Commission has asked me to extend to your Commission an invitation to meet with the Oregon Commission at the State Highway Building in Salem at as early a date as is convenient. It is hoped that such a meeting to explore initiatory aspects of the matter could be held within the next two or three weeks. The invitation is extended also to members of the Washington Toll Bridge Authority, of which I understand you are a member.

I will greatly appreciate your taking this matter up with the Washington State Highway Commission and the Washington Toll Bridge Authority and advising whether Washington will agree to such a meeting and, if so, suggesting tentative dates during the month of May. A regular meeting of the Oregon Highway Commission will be held in Salem on May 28 and 29, should it be desired to tentatively consider either one of these dates.

I shall appreciate your early reply.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

Encl.
cc Mr. Forrest Cooper

cc Governor
Commissioners

SEN. BOYD OVERHULSE, CHAIRMAN
SEN. HARRY BOIVIN, VICE CHAIRMAN
SEN. R. F. CHAPMAN
SEN. CARL H. FRANCIS
SEN. JEAN L. LEWIS
SEN. DANIEL THIEL
SEN. ANTHONY YTURRI

STATE OF OREGON
OREGON STATE SENATE
STATE AND FEDERAL AFFAIRS COMMITTEE
ROOM 303, STATE CAPITOL
SALEM

May 1, 1959

Oregon State Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

In brief explanation of the $4,000,000 amendment to House Bill 425, commonly called the "Astoria bridge bill", recommended by the State and Federal Affairs Committee of the Senate and subsequently adopted, it was the intention of this committee that this money is to be used on Highway 42. The intended use of this money was also mentioned on the floor of the House and Senate.

Very truly yours,

Boyd R. Overhulse

Boyd R. Overhulse
Chairman

cc: W. E. Williams
State Highway Engineer

RECEIVED
MAY 5 1959
STATE HIGHWAY COMM.

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JUL 15
FOR FILING
F-102-1(1)
Exhibit

PROPOSED ASTORIA-MEGLER TOLL BRIDGE

Summary of State of Washington
Department of Highways Planning Division
Report - May 1959

1. In 1955 Coverdale and Colpitts estimated 257,500 vehicles would use the proposed Astoria-Megler Toll Bridge in 1958. In 1958 the Coverdale and Colpitts new report estimated only 150,000 vehicles would use the bridge in 1958.
2. Part of the difference between the estimates can be attributed to the reasons listed in the Coverdale and Colpitts 1958 report on pages 25 and 26 . However, there appear to be other reasons that also account for part of the difference between the estimates:
   a. A downward revision in estimated percent of traffic that would divert to the proposed bridge, a revision that does not appear to be entirely supported by the change in conditions between 1955 and 1958.
   b. Relocation of the interview stations between the 1954 and 1958 surveys resulted in missing some trips which had been assigned to the proposed bridge in 1955 but were not intercepted and therefore not assigned in 1958.
3. In further explanation of 2a above, for example, of the trips intercepted at the Longview Bridge in 1954 traveling between the Astoria-Seaside area and Seattle, 89% were assigned to the proposed Astoria-Megler Bridge while in 1958 only 19.7% were assigned to the proposed bridge.
4. In further explanation of 2b above, the interview stations operated in 1958 missed, by not intercepting, 12% of the trips which had been assigned to the proposed Astoria-Megler bridge in the 1955 report.
5. The 1958 traffic and revenue estimate prepared by Coverdale and Colpitts appeared to be conservative.

6. The Highway Planning Division prepared an independent traffic estimate, not meant to be precise or exhaustive, which indicates the 1958 annual usage of the proposed bridge might be between 186,000 to 201,000 vehicles, compared to the latest Coverdale and Colpitts estimate of 150,000 vehicles. This would provide up to a 0.25 coverage of the first year's bond interest requirement. Coverage of 1.50 times the first year's interest is normally required to market a revenue bond issue.

7. Based upon the higher of the two Highway Planning Division traffic estimates, a sample bond amortization schedule has been prepared that indicates that a financial subsidy would be required of over $1,500,000 per year. With such a subsidy the bond issue could be retired in 25 years with the total subsidy having aggregated almost $37,700,000.

PROPOSED COLUMBIA RIVER TOLL BRIDGE BETWEEN ASTORIA, OREGON AND PT. ELLICE, WASHINGTON

Discussion of Traffic Estimates

In November 1958, the consulting firm of Coverdale & Colpitts submitted to the Washington Toll Bridge Authority an engineering report entitled "Report on Traffic, Revenues, and Expenses for the Proposed Columbia River Bridge at Astoria, Oregon, and Point Ellice, Washington." In this report, the amount of traffic diverted to such a bridge from other facilities crossing the Columbia River was estimated to be 150,000 vehicles per year in 1958.

However, in 1954, this same consulting firm participated in a similar study for a Columbia River bridge at the same location and on a 1954 basis reported a diverted usage to such a bridge of 228,799 vehicles in 1954. This 1954 study further assumed a normal growth of 3% per year which when applied to the 1954 estimate yielded a total estimated diversion in 1958 of 257,500 vehicles. A quick subtraction shows that in the 4 year period between studies the later estimate showed 107,500 fewer diverted vehicle trips over the proposed bridge for the year 1958 than was estimated for 1958 in the 1954 study. Whether the 1954 study was overestimated or the 1958 study overly conservative cannot be definitely answered. However, investigation of the two reports does show some reasons which partly aecount for the large difference in estimates of diverted traffic.

In conducting the 1954 study, the basis for the traffic projection was a five day origin and destination study, interviewing traffic at four different survey stations. The locations of these stations were (1) the Astoria-Megler Ferry, (2) the Longview Toll Bridge over the Columbia River, (3) North of Woodland, Washington on US 99 (PSH 1) and (4) the Puget Island Ferry between

Westport, Oregon and Cathlamet, Washington. From the O & D data gathered at these stations, the magnitude of zone to zone movements were obtained. Using a time for travel and trip cost basis, zone to zone movements were assigned routings and the diversion percentage to the proposed crossing calculated.

The 1958 study was based on a three day origin and destination survey that interviewed traffic at three survey stations. The locations of these stations were (1) the Astoria-Megler Ferry, (2) US 830 (PSH 12) West of Stella, Washington and (3) US 26 East of its junction with US 101. The 1958 estimate of traffic which would be diverted to the proposed bridge was then calculated on a time for travel and trip cost basis, using the data gathered at the three interview stations plus some of the 1954 data expanded to a 1958 base.

A comparison between 1954 and 1958 of the assignment procedures and diversion percentages for the same zone to zone movements shows some of the reasons for the great difference in the traffic estimates. Table 1 presents this comparison.

Table 1

Survey Station - Longview Bridge

Zone - Zone	Total Trips	1954 Diversion %	1954 Diverted Volume	Total Trips	1958 Diversion %	1958 Diverted Volume
1 - 20 (Astoria-Seaside to Seattle)	31,890	89.0	28,406	43,019	19.7	8,477
1 - 32 (Astoria-Seaside to British Columbia)	1,732	90.0	1,559	2,338	20.0	468
1 - 18 (Astoria-Seaside to Bremerton)	2,151	100.0	2,151	2,904	10.0	290
AVERAGE	35,773	90%	32,116	48,261	19.2%	9,235

It is easily seen from this example in Table 1 that the diversion percentages used in 1954 averaged 90% while in 1958 the diversion percentage for the same zone to zone movements averaged 19.2%. The difference is over 70%. Considering that the traffic over the Longview bridge increased 1.35 times between 1954 to 1958, the difference in terms of 1958 traffic volumes across the proposed bridge, is much greater.

Another factor which contributes to the great difference in estimates is the location of the interview stations for the 1958 study. In 1958 two different interview stations on US 830 (PSH 12) near Stella, Washington and US 26 in Oregon were used rather than the one at Woodland, Washington on US 99 (PSH 1). A study, based on 1954 data, was made which investigated the effect of the interview station located on US 830 (PSH 12) near Stella, Washington compared to the survey station located on US 99 (PSH 1) near Woodland. This study concluded that the survey station near Stella would miss 14.7% of the trips traveling between the area immediately east and north of the proposed bridge (zones 8, 10, and 12) and the zones south of the Columbia River that would use US 830 (PSH 12), or be assignable to the proposed bridge. This percentage of error, modified to correctly indicate the missed trips picked up at the survey station located on US 26 in Oregon resulted in a determination that the 1958 traffic survey station at Stella missed 12% of the trips which in the 1954 analysis had been assigned to the proposed Astoria bridge. Here then is another source which, when coupled with the lower diversion percentages, causes the 1958 estimated diverted traffic to be considerably less.

In their 1958 study, Coverdale & Colpitts state what they think are the principal reasons for the difference between the 1954 estimates and the 1958 estimates. Of these reasons, two directly affect the amount of diverted traffic. These are:

1. "Highways that are competing routes have been greatly improved since 1954, notably US 830 West of Longview, US 30 West of Rainier and US 99 between Kelso and Olympia. This materially reduces estimated diversions to the proposed bridge of traffic from other routes."

2. "The lack of growth in recent years of ferry traffic and Clatsop and Pacific counties' populations, does not support as high a future growth rate as that selected for the 1955 report. Also, there has been a decrease in ferry traffic since 1954 so that the basis for projection is now lower than it was for our 1955 estimates."

Both reasons for the difference in estimates are valid. However, it does not seem reasonable that the routes have been so greatly improved to make a difference in diversion percentage of 70% as is the case for those trips now crossing the Longview Bridge shown in the preceding example. The trips in 1954 and 1958 both have the same origin and common point of destination, US 830 in Washington and US 30 in Oregon have not been so greatly improved as to make them highly superior facilities.

Another example of the difference in diversion assignment percentage is noted on those trips having an origin at Long Beach (zone 12) and a destination at Portland or East of Portland (zones 11, 13). In 1954 there were 51,388 trips between these zones traveling via the Longview Bridge and the Interstate Bridge at Vancouver which were assigned a diversion percentage which averaged 66%. Total trips diverted to the proposed bridge in 1954 then equaled approximately 34,000 trips. However in 1958, the total trips between the same zones equaled 73,027 trips, but a diversion percentage averaging only 9.7% was assigned to these movements. Total trips thus diverted to the proposed bridge in 1958 equaled only 7,066 trips. If the 1954 trip movements are compared on a 1958 basis the number of diverted trips

using the 1954 diversion percentage to the proposed facility, would have been 48,000. This then is a difference of over 40,000 vehicles which would have used the proposed Bridge in 1958. Again it does not seem reasonable that the competing highways (US 830, US 30, US 26) have been so vastly improved to cause such a large reduction (66% in 1954 to 9.7% in 1958) in traffic diversion to the proposed Astoria-Megler bridge.

In addition to the causes in estimated difference already mentioned, there are other minor zone to zone movements which were taken into account in 1954 but not in 1958.

Analysis of the causes for the difference between the 1955 and 1958 reports leads to the conclusion that the 1958 traffic diversion estimate was the result of considerable conservatism.

The Planning Division has prepared an independent (but not meant to be a comprehensive) estimate of the 1958 traffic which would use a Columbia River Bridge between Astoria, Oregon and Pt. Ellice, Washington. The estimate of traffic diverted from other routes is outlined in Attachment No. 1. The amount of diverted traffic from the Astoria-Megler ferry and from trips passing thru Survey Station 3 (US 26, Oregon) are as reported in the 1958 Coverdale & Colpitts Report. The trips diverted from those passing thru Survey Station 2 near Stella, Washington are based on diversion estimates made by the Planning Division. The diversion percentages used may not be precise, since this was not meant to be an exhaustive analysis, but it is thought that they do reflect a more realistic estimate of diversion based on the competing facilities now in use. The trips diverted which passed thru this station were increased 12% to compensate for the vehicle trips which were missed because of the survey station location. Two different figures for diverted traffic were derived. The first total of 186,000 trips in 1958 used

the 1958 report figure for trips diverted from the Longview Bridge. (Division percentage - 19.2%). The second diversion total, 201,000, is a result of increasing the diversion percentage of those trips crossing the Longview Bridge to 50%. This diversion percentage appears more in line for these movements considering opposing facilities.

Attachment No. 2 shows the total 1964 bridge traffic (the first year the bridge could be opened) based on the estimate of the Planning Division. The 1958 Coverdale & Colpitts growth factor of 2% per year is used as is their figure of 25% for the induced traffic for the first year.

BOND ISSUE AND TOTAL COSTS OF PROPOSED COLUMBIA RIVER BRIDGE, ASTORIA, OREGON TO MEGLER, WASHINGTON

To finance the proposed Columbia River Bridge between Astoria, Oregon and Megler, Washington would probably require a bond issue of approximately $27,500,000 made up as follows:

Construction Cost	$23,350,000
Interest during Construction (3 years plus 1 year reserve)	5,500,000
Total Charges	$28,850,000
Less interest from investment of funds during construction	1,350,000
Total Bond Issue Required	$27,500,000

No bond discount has been assumed, but this would necessarily increase the size of the bond issue.

Assuming that the traffic estimate for 1958 bridge traffic is equal to 201,000 vehicles, the 1964 traffic which would use the bridge would equal 264,000 vehicles. With a toll averaging $1.95 per vehicle, the gross revenue for the first year of operation, 1964, totals $548,000. With assumed operation and maintenance costs of $202,000 in 1964, and increasing $3000 each succeeding year, the net revenue from tolls available for interest and bond retirement equals $346,000.

Assuming a 5% interest rate on the bond issue, the first year's interest equals $1,375,000. Since the net revenue available from tolls equals only $346,000 (a coverage of 0.25 of the first year's interest requirement) the monies required for meeting the first year's bond issue interest amount falls short by $1,029,000. To achieve a first year coverage of 1.0 of the first year's bond issue interest, a subsidy of $1,029,000 would be required. Assuming that a subsidy sufficient to achieve a 1.35 coverage of the first year's interest is

required to market the bond issue, $1,510,250 must be provided. Amortization Table A shows the magnitude of the financing problem. This table was calculated assuming a $27,500,000 bond issue marketed at 5% interest with a constant annual subsidy equal to that required to yield a coverage of 1.35 of the first year's interest requirement. With, this constant annual subsidy, the bond issue could be retired in 25 years (1988). The total subsidy required equals $37,692,000 over the 25-year period. Interest payments over the 25 years equal $23,110,000. Total payments for interest charges and bond retirement over the 25-year period, would equal $50,610,000. This amount is nearly double the original bond issue of $27,500,000.

The 1958 diverted traffic estimate of 201,000 vehicles is an estimate of the Highway Planning Division. This traffic was expanded to 1964, and later year, levels. The expansion factors which were used for normal growth (2% per year) and for induced traffic (25% the first year, 10% the second year) were the same as estimated by Coverdale and Colpitts in their 1958 report. These factors may appear low, but considering the location of the proposed bridge and the type of traffic which it will serve, they did not appear unreasonable, particularly in view of the need for conservatism in assessing the financial feasibility of a proposed revenue bond issue.

By 1988 the year of bond retirement, the traffic over the proposed bridge would equal 487,000 vehicles per year. In 1989 the first year of free operation, traffic is estimated to equal 497,000 vehicles or an average of 1360 per day, almost quadruple the 1957 volume on the Astoria-Megler Ferry.

Attachment No. 1

1958 Bridge Volume, estimate

	1958
Survey Station 1 - Astoria Megler ferry	125,218
Conversion of walk-on to buses	1,460
Survey Station 2 - US 830 near Stella	44,150 1/
Longview Bridge	9,235 2/
Survey Station 3 - (US 26, Oregon)	4,131
Puget Island ferry	1,925 3/
Total	186,119
Rounded	186,000

1/ From 1958 O & D data, with correction for trips missed by location (+12% of those over Longview Bridge thru Stella interview station plus 700 trips from Puget Island Ferry.

2/ Trips not going thru Stella, 1958 C & C diversion, 1954 these trips had diversion % age of 90, 1958 same trip movements had diversion of 19.2%.

3/ 1958 trips across Puget Island Ferry, not picked up at Stella, 1954 data used with 36% reduction for 1954-1958 decline in volume.

If the diversion percentage of those trips now using the Longview Bridge is raised to 50% the diverted vehicles from the Longview Bridge would equal 24,130 and the total 1958 traffic over the Astoria-Megler Bridge would equal 201,000 vehicles.

Attachment No. 2

1964 Traffic - Proposed Astoria-Pt. Ellice Bridge

Diversion Total #1

Diverted from other facilities	186,000
Growth of traffic @ 2% per year	24,000
Total Diverted	210,000
Induced Traffic, First year 25%	53,000
Total 1964 Traffic	263,000

1964 Traffic - Proposed Astoria-Pt. Ellice Bridge

Diversion Total #2

Diverted	201,000
Growth @ 2% per year	24,000
Total Diverted	225,000
Induced Traffic, First year 25%	56,000
Total 1964 Traffic	281,000

COLUMBIA RIVER TOLL BRIDGE - ASTOR … RE

Sample Amortis… …n Tab…

1	2	3	4	5	6	7	
Year	Bonds Outstanding First of Year	Gross Income From Tolls	Operational & Other Expenses	Net Income From Tolls	Subsidy	Income From To… & Subsid…	Int… On Outs…
1964	27,500,000	548,000	202,000	346,000	1,510,250	1,856,…	1,3…
1965	27,500,000	602,500	205,000	397,500	1,510,250	1,907,…	1,3…
1966	27,500,000	614,200	208,000	406,200	1,510,250	1,916,…	1,3…
1967	27,350,000	626,000	211,000	415,000	1,510,250	1,925,…	1,3…
1968	26,750,000	637,600	214,000	423,600	1,510,250	1,933,…	1,3…
1969	26,100,000	651,300	217,000	434,300	1,510,250	1,944,…	1,3…
1970	25,400,000	665,000	220,000	445,000	1,510,250	1,955,…	1,2…
1971	24,700,000	678,600	223,000	455,600	1,510,250	1,965,…	1,2…
1972	23,900,000	692,200	226,000	466,200	1,510,250	1,976,…	1,1…
1973	23,100,000	705,900	229,000	476,900	1,510,250	1,987,…	1,1…
1974	22,200,000	719,500	232,000	487,500	1,510,250	1,997,…	1,1…
1975	21,300,000	733,200	235,000	498,200	1,510,250	2,008,…	1,0…
1976	20,300,000	748,800	238,000	510,800	1,510,250	2,021,…	1,0…
1977	19,200,000	764,400	241,000	523,400	1,510,250	2,033,…	9…
1978	18,100,000	780,000	244,000	536,000	1,510,250	2,046,…	9…
1979	16,900,000	795,600	247,000	548,600	1,510,250	2,058,…	8…
1980	15,700,000	811,200	250,000	561,200	1,510,250	2,071,…	7…
1981	14,300,000	826,800	253,000	573,800	1,510,250	2,084,…	7…
1982	12,800,000	842,400	256,000	586,400	1,510,250	2,096,…	6…
1983	11,300,000	860,000	259,000	601,000	1,510,250	2,111,…	5…
1984	9,700,000	877,500	262,000	615,500	1,510,250	2,125,…	4…
1985	8,000,000	895,000	265,000	630,000	1,510,250	2,140,…	4…
1986	6,200,000	912,600	268,000	644,600	1,510,250	2,154,…	3…
1987	4,200,000	930,100	271,000	659,100	1,510,250	2,169,…	2…
1988	2,200,000	949,600	274,000	675,600	1,446,000	2,121,…	1…
TOTAL	462,200,000	18,868,000	5,950,000	12,918,000	37,692,000	50,610,…	…,1…

* 27,500,000 bond issue assumed at 5% interest with constant annual subsidy equal to that requi… t… reserve assumed equal to following years interest, operating and other expenses increase $3,0… pe… plus 25% induced traffic in first year, 10% second year of operation, Coverdale & Colpitts, 195…

RIDGE - ASTORIA, OREGON - MEGLER, WASHINGTON

ample Amortisation Table A*

6	7	8	9	10	11	12
Subsidy	Income From Tolls & Subsidy	Interest On Bonds Outstanding	Surplus for Reserve & Debt Service	Bonds Retired	Reserve	Bonds Outstanding End of Year
,510,250	1,856,250	1,375,000	481,250	0	481,250	27,500,000
,510,250	1,907,750	1,375,000	532,750	0	1,014,000	27,500,000
,510,250	1,916,450	1,375,000	541,450	150,000	1,405,450	27,350,000
,510,250	1,925,250	1,367,500	557,750	600,000	1,363,200	26,750,000
,510,250	1,933,850	1,337,500	596,350	650,000	1,309,550	26,100,000
,510,250	1,944,550	1,305,000	639,550	700,000	1,249,100	25,400,000
,510,250	1,955,250	1,270,000	685,250	700,000	1,234,350	24,700,000
,510,250	1,965,850	1,235,000	730,850	800,000	1,165,200	23,900,000
,510,250	1,976,450	1,195,000	781,450	800,000	1,146,650	23,100,000
,510,250	1,987,150	1,155,000	832,150	900,000	1,078,800	22,200,000
,510,250	1,997,750	1,110,000	887,750	900,000	1,066,550	21,300,000
,510,250	2,008,450	1,065,000	943,450	1,000,000	1,010,000	20,300,000
,510,250	2,021,050	1,015,000	1,006,050	1,100,000	916,050	19,200,000
,510,250	2,033,650	960,000	1,073,650	1,100,000	889,700	18,100,000
,510,250	2,046,250	905,000	1,141,250	1,200,000	830,950	16,900,000
,510,250	2,058,850	845,000	1,213,850	1,200,000	844,800	15,700,000
,510,250	2,071,450	785,000	1,286,450	1,400,000	731,250	14,300,000
,510,250	2,084,050	715,000	1,369,050	1,500,000	600,300	12,800,000
,510,250	2,096,650	640,000	1,456,650	1,500,000	556,950	11,300,000
,510,250	2,111,250	565,000	1,546,250	1,600,000	503,200	9,700,000
,510,250	2,125,750	485,000	1,640,750	1,700,000	443,950	8,000,000
,510,250	2,140,250	400,000	1,740,250	1,800,000	384,200	6,200,000
,510,250	2,154,850	310,000	1,844,850	2,000,000	229,050	4,200,000
,510,250	2,169,350	210,000	1,959,350	2,000,000	188,400	2,200,000
,446,000	2,121,600	110,000	2,011,600	2,200,000	0	0
,692,000	50,610,000	31,110,000	27,500,000	27,500,000	20,642,900	434,700,000

subsidy equal to that required to yield 1.35 coverage of first years interest requirement. Minimum
er expenses increase $3,000 per year, Coverdale & Colpitts, 1958. Traffic increased at 2% per year,
Coverdale & Colpitts, 1958.

[illegible]	[illegible] Hwy Com'r
Ray Nicols	[illegible] Hwy Com'r
Jos Boerlin	[illegible] W.
O. B. [illegible]	Wash Hwy Com'r
[illegible] Sendler	Asst Attys Gen Wash
Louis E Hofmeister	Supt Wash St [illegible]
[illegible] Davis	[illegible]
Fred Andres	[illegible] Budget.
Wm. [illegible]	Dept [illegible] Engrs
C K. [illegible]	[illegible] Dept Wash
Wm. Bugge	Wash Hwy Engr
[illegible] Bettendorf	[illegible]
Ben F Chandler	
Ernest A Cowell	Wash Hwy Com
Thomas R. Darlington	Spcl Asst Atty Gen Wash

Morgan
Rabbington — cities & Co's must guarantee
Bugge
Sandee — under 59 act Wash cannot deal direct with you. ~~Our~~ Your act says "State of Wash."
MKM — re Hwy 42
Rohrbe — they independent
MKM — will get Shrubb opinion
Bugge — could he explore help from cities & Co's. & get his advice
Benelius — Both states benefit equally
Bugge — ful Wash not get ½ benefit
Morgan — Bridge primarily for tourists during 5 months.
Ketchum — Coos & Colpitts report based on $1.75
WCW — based on ferry ticket cost.
Ketchum — legis pinpoints loc. of bridge?
WCW — Says "at or near"
Sandee — re interp of at or near.
Eskelde — not studied.
Holmstrom — intent to connect gaps on 101
Bugge — Wash do all possible subject to legal limitations.

adjourned 3:25

WCW at best not self liquidating - You (Work) may you will come in if 100,000 or 500,000 needs Legis action.

Sunder If small deficit - Citizens Co could but asked as far as Hwy Com is Concerned.

Holmstrom in 1957 we discussed with Work people - agreed you could go along with about 250,000 Def.

Bugge Figured then that Work Legis might authe

MKM could get Shultes opinion

Holmstrom should explore all aspects

MKM Must sell bonds — should get Shultes opinion

Holmstrom assumed Sundas letter was auth for Work.

Cowell Both like to bild Br. — Wait till next legis? or contact adj. counties if they just type ?

MKM Problem is can Work this do. but bill requires ½ be ped by Work.

Bugge Sunder — ask?

Sunder

Garlington

Sunder

Bettendorf — why involve Wash. T Br auth.?

Sender

Holmstrom — eg. specific legis by Wash.?

Sender — yes

MKM — If all bonds must get bond attys opinion - we could ask Shuler for opinion - would determine if could sell bonds

Holmstrom — excellent suggestion

Bugge — Need agreement with Wash.

Berning — Must be feasible - but our studies show not feasible.

Bettendorf — Been in for 4 yrs. - figured on subsidy for 11 yrs. - both legis auth & to complete plans. Traffic or ferry will continue to decrease. People have to wait 1½ hrs.

MKM — What you desire?

Bettendorf — Like to see Glaze make study not med indep. study.

Ketchum — We could make study.

Bugge — Glaze, your findings probably fr between 54 & 58 C. of C. reports. but still not accs. stat limitations

is matter for Wash.

Duggan regardless of 54–58 projects project is for future fins. Fin. One feel of issue is that Wash. position not possible w/o legislation.
Is or cities agreed to pay then Wash could issue bonds under Toll Br. auth. but int rates it higher

Morris after failure of 1st Br.

WCW did Legis with drift on toward Br.

Linden yes — specif for this Br.

Berlin Exp tolls on till paid off?

WCW yes.

Bettendorf not part of Fed Interstate system

Holmstrom may I make comment? Looked into Wash. auth. — Have letter from Lindas re Wash. Authority — indicates Wash Hwy Com has auth to make agmt on bridges. Is Wash. Atty familiar with?

Sanders Statute on books since 937 — but does not auth Hwy Com to pledge auto funds — requires specific auth of Legis. — Could make agreement but not spend $.

Bettendorf what point of agmt.

Sanders

MKM — Is fine feasible

Sendler — fin has well as physically

Gadlington?

Sendler Cities & Counties may contribute to make it feasible.

Bensteni What is feasibility of Bridge?

MKM Williams will outline

Williams Have 2 plans 20 & 35 yr
outlined details of 20 yr plan 750,000 per yr as stated
" " " 35 " " 500,000 " "

~~Gl~~ Cowell re Coordale & Pitts report - may be more

Williams - 1st report optimistic - later report conserv.

MKM -

Bugge re report - had Glaze services.

Morisio since 1946 or 48 - estimates made on traffic been lower than figured?

WCW area determines

Ketchum vehicles declining on ferry

Bugge Coordale & Colpitts - should stay with them

Glaze received procedures in 54 & 58 reports. Will read - did.

Morgan people wonder why survey not made at Otis

Williams Auth to bid is ours - Feasibility

2:00 5-27 Friday

Present: McGee, Jackson, Williams, Paxson
Kohde, Brown, Read (in part)

Opening remarks by Mr McGee
W & W introduced Oregon delg.
Bugge " Wash delg

Kohde read statement
Sender re legal aspects — agree with Kohde — Wash has no auth to guarantee payments —
Question — been tested in Court?
Sender — two cases — Court allowed Ltd Obligations only. Gen Obligation acts called for not be valid.
Fed Hwy Com could pledge if auth by legis but they not auth for L. Col R.
Cannot bind Wash to contract — no legis exists.
Wash legis passed legis auth TR Auth + others to enter into agreements if project is feasible. Counties & Cities in Wash. may pledge.

THOMAS A. EDISON INDUSTRIES, McGRAW-EDISON COMPANY, WEST ORANGE, N.J., U.S.A.

DICTATOR— Proposed Historic FILE REF.—

DATE— 5-27-59 FILE REF.— Imperial DISC NO.— 1

KEYMATIC INDEX

ADDRESSEE OR CONTENT	A	B	ADDRESSEE OR CONTENT
McIver	1	1	Williams (Cont.)
Williams	3	2½	Ketcham Williams
McIver	5	3½	Ketcham Williams
Rohde	5	4½	McIver
Bugge	17½	4½	Beirlein
Sender	18	5	Williams
		7	McIver
		7	Bugge
		8	Moisio
		9	Williams
		9½	Ketcham
		9½	Williams then Ketcham
		10½	Bugge then McIver
		11½	Glatze Williams
		16	Morgan Williams
		16	
		18½	
Cont-en 2-A			Cont en 2-B

97574

FOR USE IN FILING DISC DICTATION OF **EDISON VOICEWRITER**

THOMAS A. EDISON INDUSTRIES, McGRAW-EDISON COMPANY, WEST ORANGE, N. J., U. S. A.

DICTATOR— FILE REF.—

DATE— 5-27-59 FILE REF.— DISC NO.— 2

KEYMATIC INDEX

ADDRESSEE OR CONTENT	A	B	ADDRESSEE OR CONTENT
Sender (Cont-)	1	1	Williams-McIver
Noisio	2	1	Bugge Noisio
Sender McIver	2 8½	5½	Bugge then Noisio
		6½	Williams
Sender	9	6½	Sender — Bugge then Sender
		7½	Beirlein
McIver	9½	8½	Williams
		9½	→ Bettendorf
Noisio Gadington	10½ 11	10	Williams
		10½	Holmstrom
Sender	11½	13½	Sender.
		15½	Bettendorf — Senior
Rohde	12	17	→ Bettendorf
		17½	Sender
Sender	12½	18½	Holmstrom
?. Beirlein —	13½	19	Sender
McIver	13½		
Williams	14		
(cont-on 1-B)			Cont. on 2-A 875M

FOR USE IN FILING DISC DICTATION OF **EDISON VOICEWRITER**

THOMAS A. EDISON INDUSTRIES, McGRAW-EDISON COMPANY, WEST ORANGE, N. J., U.S.A.

DICTATOR— FILE REF.—

DATE— 5-27-59 FILE REF.— DISC NO.— 3

KEYMATIC INDEX

ADDRESSEE OR CONTENT	A	B	ADDRESSEE OR CONTENT
Sender	0	0	McIver
McIver	1	1	Bugge
~~Holmstrom~~	3	1½	McIver
Bugge	3½		
~~Holmstrom~~	3½		3:27 Adj.
Ketcham	4½		
~~Holmstrom~~	4½		
~~Rottenberg~~	5½		
McIver	10		
~~Rottenberg~~	10½		
McIver	11½		
Ketcham	11½		
Bugge	12		
Williams	14		
Sender	15		
Bill Holmstrom ~~(illegible)~~	16		
Bugge	17		
McIver	17½		
Bill Holmstrom ~~(illegible)~~	18		
McIver	19		
cont on 4-B			

87STM

FOR USE IN FILING DISC DICTATION OF EDISON VOICEWRITER

THOMAS A. EDISON INDUSTRIES, McGRAW-EDISON COMPANY, WEST ORANGE, N. J., U.S.A.

DICTATOR— **FILE REF.—**

DATE— 5-27-59 **FILE REF.—** **DISC NO.—** 4

ADDRESSEE OR CONTENT	A	B	ADDRESSEE OR CONTENT
V. Iver Bill Holmstrom	1		
McIver Powell	2 2½		
V. McIver Williams	3½ 4		
V. Iver Bugge	4 4½		
~~Sanders~~ Rohde Garlington	5 5½		
Scribner Garlington	5½ 6		
Morgan Garlington	6½		
V. Morgan Bugge	8 8½		
Scribner V. Iver	9 9½		
Rohde McIver	10 10½		
Bugge McIver	11 11½		
Bugge Scribner	11½ 12		
Garlington McIver	12½ 12½		
Garlington McIver — Erickson-Morgan	13 14 14½		
16 Ketchem (W) Williams (B) Bugge 17 Ketchem → Williams → Ketchem → Scribner		17½	Holmstrom

KEYMATIC INDEX

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FOR USE IN FILING DISC DICTATION OF **EDISON VOICEWRITER**

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R 3 - 1959
FOR FILING
F-1903-1(16)

April 1, 1959

Hon. George J. Annala
House of Representatives
State Capitol Building
Salem, Oregon

Dear Mr. Annala:

This morning you verbally requested that I advise you as to the position of the State Highway Commission in the matter of the proposed $24,000,000 bond issue earmarked for the construction of a trans-Columbia River bridge between Astoria, Oregon and Naglur, Washington.

The Highway Commission has not considered this particular bill, which is, as I understand, an amendment to the original $60,000,000 bond issue proposal, and the Chairman is out of the state for the next week or 10 days and I am unable to contact him. As of now, he is enroute from Portland to New York. I assume, however, that the State Highway Commission would take the same stand on the proposed $24,000,000 bond issue as it did on the $60,000,000 proposal. The Commission's stand was that it was not objecting to the proposed bridge at Astoria, whenever feasible, or the other routes proposed in the discussion of the original bill, but was opposed to any bond issues which earmarked such bond issues for specific projects. It is believed that this ultimately would lead to a disruption of the orderly improvement of roads state-wide and would not be in the best interests of the state of Oregon as a whole.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mm

cc Commissioners
Mr. Forrest Cooper
Mr. Ralph Sipprell (with copy of bill)

RECEIVED
FEB 6 1959
FOR FILING

Files 9.

Oregon State Highway Department

ESTIMATE OF COST TO STATE OF BRIDGE VS.
FERRY OVER COLUMBIA RIVER AT ASTORIA

The amounts given in this report are of necessity approximations which are based on the following assumptions:

Columbia River Bridge

1. The construction cost, including right of way, engineering and contingencies, is assumed to be $23,500,000. A sum of $500,000 is added to cover financing costs and bond discount. A bond issue of $24,000,000 would be required.

2. The States of Oregon and Washington would each issue one-half of this amount, or $12,000,000, each.

3. An interest rate of 3½ percent for bonds guaranteed by highway revenue is assumed.

4. Traffic estimates and toll schedules set up in the Coverdale and Colpitts' report of November 28, 1958, are used.

5. A three-year construction period, starting January 1, 1960, is assumed.

6. All revenues from the bridge will go toward bond retirement. These revenues would be augmented by State funds to retire the bonds in 20 years from date of issue. Bond retirement would start five years from date of issue, or two years after opening of bridge to traffic.

7. Bond interest would be paid from State funds without reimbursement from future toll revenues.

8. Tolls would remain on the bridge until the amount advanced by the State on bond retirement is reimbursed to State.

Table 1 shows bond retirement schedules based on a level debt service payment in which the interest and bond retirement payments are approximately equal during the 15 years beginning in 1965. It is shown that the maximum net State cost occurs in 1965 and is $908,730. The average State cost over the 20-year period is $755,215.

The total cost to the State over the 20-year period is $15,104,285. This total includes $9,556,500 in bond retirement to be reimbursed by tolls after the 20-year bond-retirement period.

The time required to reimburse the State for funds advanced for bond retirement is problematical. The Coverdale and Colpitts' report assumes no increase in revenue for 1972 when the net revenue is estimated at $153,500. Based on this forecast, about 62 years of toll operation after the 20-year bond-retirement period will be required to reimburse the State for the funds advanced for bond retirement. The bridge would become toll free in 2042.

Columbia River Ferry

In forecasting costs of operating the ferry at Astoria, assumption must be made both as to revenue and operating expense.

1. The estimates of revenue are based on experience over the past 10 years. The average traffic in the four years of 1955 to 1958 was used as a basis at an average revenue per vehicle of $1.80. This includes two years of relatively high economic activity and two years of recession. The current year, 1959, is disregarded due to uncertainty as to the effect of the Centennial.

2. It is assumed that both ferry terminals will require complete rebuilding in the ten-year period.

Table 1

Bond Retirement Schedule - Proposed Astoria-Megler Toll Bridge
20-Year General Obligation Bonds at 3½%
Level Debt Service

Year	Bridge Revenue (½ C & C Est.)	Payment by State From Highway Revenue: Interest	Payment by State From Highway Revenue: Principal	Payment by State From Highway Revenue: Total	Bond: Interest	Bond: Principal	Total Debt Service	Bonds Outstanding
1960	$ 120,000*	$ 300,000	$	$ 300,000	$ 420,000	$	$ 420,000	$12,000,000
1961	60,000*	360,000		360,000	420,000		420,000	12,000,000
1962		420,000		420,000	420,000		420,000	12,000,000
1963	107,500**	420,000		420,000	420,000		420,000	12,000,000
1964	126,500**	420,000		420,000	420,000		420,000	12,000,000
1965	130,000**	420,000	258,000	678,000	420,000	622,000	1,042,000	11,378,000
1966	133,500	398,230	510,500	908,730	398,230	644,000	1,042,230	10,734,000
1967	137,000	375,690	529,000	904,690	375,690	666,000	1,041,690	10,068,000
1968	140,000	352,380	550,000	902,380	352,380	690,000	1,042,380	9,378,000
1969	143,500	328,230	570,500	898,730	328,230	714,000	1,042,230	8,664,000
1970	147,000	303,240	592,000	895,240	303,240	739,000	1,042,240	7,925,000
1971	150,500	277,375	614,500	891,875	277,375	765,000	1,042,375	7,169,000
1972	153,500	250,600	637,500	888,100	250,600	791,000	1,041,600	6,369,000
1973	153,500	222,915	665,500	888,415	222,915	819,000	1,041,915	5,550,000
1974	153,500	194,250	694,500	888,750	194,250	848,000	1,042,250	4,702,000
1975	153,500	164,570	723,500	888,070	164,570	877,000	1,041,570	3,825,000
1976	153,500	133,875	754,500	888,375	133,875	908,000	1,041,875	2,917,000
1977	153,500	102,095	786,500	888,595	102,095	940,000	1,042,095	1,977,000
1978	153,500	69,195	819,500	888,695	69,195	973,000	1,042,195	1,004,000
1979	153,500	35,140	850,500	885,640	35,140	1,004,000	1,039,140	
Subtotal	$ 2,443,500	$ 5,547,785	$ 9,556,500	$15,104,285	$ 5,727,785	$12,000,000	$17,727,785	
20 Yr. Av.	122,175	277,390	477,825	755,215	286,390	600,000	886,390	
1980-2042 (62+ Yrs.)	$ 9,556,500							
Total	$12,000,000							

* Investment interest applied to bond interest payment.
** Accumulated bridge revenue applied to 1965 bond retirement.

3. It is assumed that one new ferry will be built in this period.

4. It is anticipated that dredging of the channel will be necessary at four-year intervals.

Table 2 gives the traffic and revenue of the present ferry operation from 1949 to 1958 and the estimated traffic and revenue from 1960 to 1969.

Table 2

Astoria-Megler Ferry Traffic and Revenue

Year	Number of Vehicles (Annual)	Gross Transportation Revenues	Average Revenue Per Vehicle
1949	120,219	$ 216,032.48	$ 1.80
1950	122,034	218,228.17	1.79
1951	143,209	250,805.70	1.75
1952	150,595	266,177.62	1.77
1953	142,842	251,246.76	1.76
1954	133,506	235,796.93	1.77
1955	140,587	250,904.28	1.78
1956	135,084	244,186.17	1.81
1957	125,499	226,202.38	1.80
1958	125,510	Not available	
	Projected Traffic and Revenue		
1960	131,500	236,700	1.80
1961	133,000	239,400	1.80
1962	134,000	241,200	1.80
1963	135,500	243,900	1.80
1964	137,000	246,600	1.80
1965	138,000	248,400	1.80
1966	141,000	253,800	1.80
1967	144,000	259,200	1.80
1968	146,500	263,700	1.80
1969	149,500	269,100	1.80

In Table 3 is shown the estimated operating costs and operating loss in the 10-year period from 1960 to 1969. No dates are shown for ferry terminal replacement at Astoria or for a new ferry, but it is assumed that within this period complete replacement, both at Astoria and at Megler, must be made and a new ship purchased.

Table 3

Estimated Ferry Costs, 1960 Through 1969

	Operating Cost	Dredging	Ferry Terminals	Rev Ferry	Total Cost	Total Gross Revenue	Operating Loss
1960	$ 332,000		$ 30,000		$ 362,000	$ 236,700	$ 125,300
1961	337,300	$ 25,000			362,300	239,400	122,900
1962	342,700		20,000		362,700	241,200	121,500
1963	347,800				347,800	243,900	103,900
1964	353,000				353,000	246,600	106,400
1965	358,600	25,000			383,600	248,400	135,200
1966	364,000				364,000	253,800	110,200
1967	369,800				369,800	259,200	110,600
1968	375,300				375,300	263,700	111,600
1969	381,000	30,000			411,000	269,100	141,900
Total	$3,561,500	$ 80,000	$ 50,000		$3,691,500	$2,501,000	$1,189,500
			210,000	$750,000			
Total	$3,561,500	$ 80,000	$260,000	$750,000	$4,651,500	$2,502,000	$2,149,500
Aver.	$ 356,150				$ 465,150	$ 250,200	$ 214,950

The averages shown are for a 10-year period. The next 10-year period should be approximately the same. In comparing the State's cost for a bridge and for a ferry, an approximate figure of $750,000 per year for a bridge and $215,000 for a ferry is reasonable.

It should be kept in mind that these figures represent only Oregon's costs and are predicated on equal participation by Washington. The total cost of the two states for a bridge would be $1,500,000 annually while for a ferry there would be no cost to Washington.

January 1959.

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1959

SUBJECT: Proposed Columbia River Bridge at Astoria

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In compliance with your memorandum of January 23, 1959, we have computed some retirement schedules for the proposed bond issue for the proposed Columbia River Bridge at Astoria.

Verbally, you indicated that a retirement schedule using level debt service would be desirable. However, because it was rather easily developed, a separate retirement schedule was developed for equal annual bond principal retirement. A comparison of the two schedules indicates the savings in bond interest which could be realized with equal annual principal payments. In computing the retirement schedule, it was assumed that one-half of the 12 million dollar bond issue would be available for reinvestment for one-half the construction period, or one and one-half years at two percent interest. It was also assumed that revenue derived from tolls on the bridge would be used for retirement of bond principal only. Therefore, it was necessary to carry the toll revenue available for principal payment in the reserve fund for two years before bond principal payments were started.

Estimates of toll revenue were obtained from the report of Coverdale and Colpitts dated November 28, 1958. Because of the slight difference in the estimated first year of operation, it was necessary to adjust Coverdale and Colpitts revenue figures one year. Normal growth would have a slight effect on the actual figures, however, it was felt that this effect was not important enough that adjustments should be made for these computations.

Based on the computations and shown on the last line of the tabulation is the period of time necessary for tolls to be continued to reimburse the State for funds used in bond retirement. It will require 62 years and some odd months of tolls after the bonds have been paid to reimburse the State for the money which has been used in retiring bond principal. It will be necessary under this scheme to maintain tolls until sometime in the year 2042.

RECEIVED
JAN 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Grandall
Traffic Engineer

Attachments
RCB:mp

FORM E-20 50M 8-57—6582

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1959

SUBJECT: Traffic and Revenue Trends and Forecasts for the Astoria - Megler Ferry

To:
E. F. Chidsey
Asst. Maintenance Engineer
O f f i c e

In compliance with your verbal request, we have investigated the traffic and revenue trends on the Astoria-Megler Ferry for the purpose of projecting these items to 1970.

A review of the traffic volume trends on the Astoria - Megler Ferry for the past decade reveals an irregular pattern in contrast to statewide traffic trends. Traffic volumes after rising sharply between 1950 and 1952 have since declined appreciably. Between 1952 and 1958 the decrease amounted to 16 percent. Traffic and revenue data for the years 1949 through 1958 are summarized as follows:

ASTORIA - MEGLER FERRY

Year	Number of Vehicles (Annual)	Gross Transportation Revenues	Average Revenue Per Vehicle
1949	120,219	$ 216,032.48	$ 1.80
1950	122,034	218,228.17	1.79
1951	143,209	250,805.70	1.75
1952	150,595	266,177.62	1.77
1953	142,842	251,246.76	1.76
1954	133,506	235,796,93	1.77
1955	140,587	250,904.28	1.78
1956	135,084	244,186.17	1.81
1957	125,499	226,202.38	1.80
1958	125,510	NA	

In analyzing this declining trend in ferry traffic, two important factors could be found which, because of their pronounced influence on the volume of traffic using the ferry, substantially explain the decrease which has occurred. These two factors are:

1. Declining economic activity and population in Clatsop County
Between 1952 and 1957 while the population of Clatsop County is estimated to have decreased by nine percent, there occurred an economic decline of even greater proportions. Average annual employment by private firms, as reported by the Unemployment

Compensation Commission, was 30 percent less in 1957 than in 1952. This has decidedly affected the non-recreational component of ferry traffic.

2. Improvement of highways offering alternate routes

The improvement of US99 in Washington between Vancouver and Olympia as well as the improvement of US30 and US830 west of Longview, have afforded relatively more attractive routes for two traffic movements which have comprised an important component of the ferry traffic. These are: (1) trips between the Northern Oregon Coast and Puget Sound points, and (2) trips between the Portland Metropolitan Area and the Long Beach Peninsula. Trips between these points using routes other than the ferry approximate 120,000 annually. That there has been some diversion of these two traffic movements from the ferry is indicated by the traffic growth on the Longview Bridge - 48 percent between 1952 and 1957.

For purposes of forecasting traffic and revenues on the Astoria - Megler Ferry between 1959 and 1970, the average traffic volumes for the years 1955 through 1958 have been used as a base. This, in effect, averages two years of relatively high economic activity and two years of recession, thus cancelling out the business cycle fluctuations of the past four years. A projection has been developed from this base on the basis of the following assumptions:

1. No further decline will occur in the level of economic activity and the population of Clatsop County. Toward the end of the next decade some increase may, in fact, be anticipated.

2. Some additional diversion of traffic from the ferry to other routes may occur, but it should be much less than what has already been diverted.

3. Anticipated improvements on US101 will provide some increase in traffic desiring to cross the Columbia River at Astoria. This, however, will not be in the immediate future.

4. Average revenue per vehicle will be $1.80 (assuming no change in toll schedules).

From a consideration of the net effect of these factors, it is anticipated that traffic volumes on the ferry have now stabilized and will, in the not too distant future, again experience a modest increasing trend. Converting these suppositions to an actual projection, we assume no change through 1960, a rate of increase of one percent per annum between 1961 and 1965, and a rate of increase of two percent per annum between 1966 and 1970. The resulting forecasts of traffic and net revenues for the Astoria - Megler Ferry through 1970 are as follows:

Year	Number of Vehicles (Annual)	Average Revenue per Vehicle	Gross Transportation Revenues
1959	131,500	$ 1.80	$ 236,700
1960	131,500	1.80	236,700
1961	133,000	1.80	239,400
1962	134,000	1.80	241,200
1963	135,500	1.80	243,900
1964	137,000	1.80	246,600
1965	138,000	1.80	248,400
1966	141,000	1.80	253,800
1967	144,000	1.80	259,200
1968	146,500	1.80	263,700
1969	149,500	1.80	269,100
1970	152,500	1.80	274,500

It should be noted that no allowance has been made for additional traffic in 1959 due to Oregon's Centennial Observance.

F. B. Crandall
Traffic Engineer

RLS:mp

NOTED
E. F. Chidsey

1400
1 30

Form E-40—30M—

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

Table III

Estimated
Projects Ferry Costs 1960 thru 1969

	Operating Cost	Ferry	Ferry Terminals		Total cost	Total Gross Revenue	Operating Loss	Est No.
1960	$ 35[illegible],000		$ [illegible]		$ 36[illegible],000	$ 236,700	$ 125,300	[illegible],500
1961	337,300	$ 25,000			362,300	239,400	122,900	[illegible],000
1962	342,700		[illegible],000		362,700	[illegible],200	121,500	[illegible]
1963	347,800				347,800	243,900	103,900	[illegible],700
1964	353,000				353,000	246,600	106,400	[illegible],000
1965	358,600	[illegible],000			383,600	[illegible],400	135,200	[illegible],000
1966	364,000				364,000	253,700	110,200	[illegible],[illegible]
1967	369,800				369,[illegible]	259,200	110,600	[illegible],[illegible]
1968	375,300				375,300	263,700	111,600	[illegible]
1969	381,000	30,000			[illegible],000	269,00[illegible]	14,900	[illegible]
Total	3,561,500	80,000	50,000		$ 3,691,500	$ 2,502,000	$ 1,189,500	
			$ 210,000	$ 750,000				
Total	$ 3,561,500	$ 80,000	$ 260,000	$ 750,000	$ 4,651,500	2,502,000	$ 2,149,500	
Average	356,150				$ 465,150	$ 250,200	$ 214,950	

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1959

Table I

Bond Retirement Schedule - Proposed Astoria-Megler Toll Bridge
20-Year General Obligation Bonds at 3½%
Level Debt Service

Year	Bridge Revenue (½ C & C Est.)	Investment Earnings	Net Revenue	Payment by State From Highway Revenue Interest	Principal	Total	Bond Interest	Principal
1960	$	$ 120,000 *	120,000	$ 300,000	$	$ 300,000	$ 420,000	$
1961		60,000 *	60,000	360,000		360,000	420,000	
1962				420,000		420,000	420,000	
1963	107,500 **		107,500	420,000		420,000	420,000	
1964	126,500 **		234,000	420,000	258,000	678,000	420,000	622
1965	130,000 **		364,000	398,230	510,500	908,730	398,230	644
1966	133,500		133,500	375,690	529,000	904,690	375,690	666
1967	137,000		137,000	352,380	550,000	902,380	352,380	690
1968	140,000		140,000	328,230	570,500	898,730	328,230	714
1969	143,500		143,500	303,240	592,000	895,240	303,240	737
1970	147,000		147,000	277,375	614,500	891,875	277,375	763
1971	150,500		150,500	250,600	637,500	888,100	250,600	791
1972	153,500		153,500	222,915	665,500	888,415	222,915	819
1973	153,500		153,500	194,250	694,500	888,750	194,250	848
1974	153,500		153,500	164,570	723,500	888,070	164,570	875
1975	153,500		153,500	133,875	754,500	888,375	133,875	906
1976	153,500		153,500	102,095	786,500	888,595	102,095	940
1977	153,500		153,500	69,195	819,500	888,695	69,195	975
1978	153,500		153,500	35,140	850,500	885,640	35,140	1,005
1979	153,500		153,500					
Sub-Total	$ 2,443,500	$ 180,000	$ 2,965,000	$5,547,785	$9,556,500	$15,104,285	$5,727,785	$12,000
20 Yr. Av.	122,175	9,000		277,390	477,825	755,215	286,390	600
1980-2042 (62 + Yrs.)	$ 9,556,500							
TOTAL	$ 12,000,000							

* Investment interest applied to bond interest payment
** Accumulated bridge revenue applied to 1965 bond retirement

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1959

Table I

Retirement Schedule - Proposed Astoria-Megler Toll Bridge
20-Year General Obligation Bonds at 3½%
Level Debt Service

From Highway Revenue			From Bond				
Interest	Principal	Total	Interest	Principal	Total Debt Service	Bond Principal Reserve	Bonds Outstanding
$ 300,000	$	$ 300,000	$ 420,000	$	$ 420,000	$	$12,000,000
360,000		360,000	420,000		420,000		12,000,000
420,000		420,000	420,000		420,000		12,000,000
420,000		420,000	420,000		420,000	107,500	12,000,000
420,000		420,000	420,000		420,000	234,000	12,000,000
420,000	258,000	678,000	420,000	622,000	1,042,000		11,378,000
398,230	510,500	908,730	398,230	644,000	1,042,230		10,734,000
375,690	529,000	904,690	375,690	666,000	1,041,690		10,068,000
352,380	550,000	902,380	352,380	690,000	1,042,380		9,378,000
328,230	570,500	898,730	328,230	714,000	1,042,230		8,664,000
303,240	592,000	895,240	303,240	739,000	1,042,240		7,925,000
277,375	614,500	891,875	277,375	765,000	1,042,375		7,169,000
250,600	637,500	888,100	250,600	791,000	1,041,600		6,369,000
222,915	665,500	888,415	222,915	819,000	1,041,915		5,550,000
194,250	694,500	888,750	194,250	848,000	1,042,250		4,702,000
164,570	723,500	888,070	164,570	877,000	1,041,570		3,825,000
133,875	754,500	888,375	133,875	908,000	1,041,875		2,917,000
102,095	786,500	888,595	102,095	940,000	1,042,095		1,977,000
69,195	819,500	888,695	69,195	973,000	1,042,195		1,004,000
35,140	850,500	885,640	35,140	1,004,000	1,039,140		
$5,547,785	$9,556,500	$15,104,285	$5,727,785	$12,000,000	$17,727,785	$ 341,500	
277,390	477,825	755,215	286,390	600,000	886,390		

to bond interest payment
applied to 1965 bond retirement

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1959

Bond Retirement Schedule - Proposed Astoria-Megler Toll Bridge
20-Year General Obligation Bonds at 3½%
Equal Annual Principal Payments

Year	Bridge Revenue (½ C & C Est.)	Investment Earnings	Net Revenue	Oregon Highway Revenue			Bond	
				Interest	Principal	Total	Interest	Princ
1960	$	$ 120,000	$ 120,000	$ 300,000	$	$ 300,000	$ 420,000	$
1961		60,000	60,000	360,000		360,000	420,000	
1962				420,000		420,000	420,000	
1963	107,500		107,500	420,000		420,000	420,000	
1964	126,500		234,000	420,000	436,000	856,000	420,000	80
1965	130,000		364,000	420,000	666,500	1,058,500	392,000	80
1966	133,500		133,500	392,000	663,000	1,027,000	364,000	80
1967	137,000		137,000	364,000	660,000	996,000	336,000	80
1968	140,000		140,000	336,000	656,500	964,500	308,000	80
1969	143,500		143,500	308,000	653,000	933,000	280,000	80
1970	147,000		147,000	280,000	649,500	901,500	252,000	80
1971	150,500		150,500	252,000	646,500	870,500	224,000	80
1972	153,500		153,500	224,000	646,500	842,500	196,000	80
1973	153,500		153,500	196,000	646,500	814,500	168,000	80
1974	153,500		153,500	168,000	646,500	786,500	140,000	80
1975	153,500		153,500	140,000	646,500	758,500	112,000	80
1976	153,500		153,500	112,000	646,500	730,500	84,000	80
1977	153,500		153,500	84,000	646,500	702,500	56,000	80
1978	153,500		153,500	56,000	646,500	674,500	28,000	80
1979	153,500		153,500	28,000	646,500			
Sub-Total	$ 2,443,500	$ 180,000	$2,965,000	$ 5,280,000	$9,556,500	$14,836,500	$5,460,000	$12,
20-Yr. Av.	122,175	9,000		264,000	477,825	741,825	273,000	
1980-2042 (62+ Yrs.)	$ 9,556,500							
TOTAL	$12,000,000							

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1959

Retirement Schedule - Proposed Astoria-Megler Toll Bridge
20-Year General Obligation Bonds at 3½%
Equal Annual Principal Payments

Oregon Highway Revenue			Bond			Bond Principal Reserve	Bonds Outstanding
Interest	Principal	Total	Interest	Principal	Debt Service		
$ 300,000	$	$ 300,000	$ 420,000	$	$ 420,000	$	$12,000,000
360,000		360,000	420,000		420,000		12,000,000
420,000		420,000	420,000		420,000		12,000,000
420,000		420,000	420,000		420,000	107,500	12,000,000
420,000		420,000	420,000		420,000	234,000	12,000,000
420,000	436,000	856,000	420,000	800,000	1,220,000		11,200,000
392,000	666,500	1,058,500	392,000	800,000	1,192,000		10,400,000
364,000	663,000	1,027,000	364,000	800,000	1,164,000		9,600,000
336,000	660,000	996,000	336,000	800,000	1,136,000		8,800,000
308,000	656,500	964,500	308,000	800,000	1,108,000		8,800,000
280,000	653,000	933,000	280,000	800,000	1,080,000		7,200,000
252,000	649,500	901,500	252,000	800,000	1,052,000		6,400,000
224,000	646,500	870,500	224,000	800,000	1,024,000		5,600,000
196,000	646,500	842,500	196,000	800,000	996,000		4,800,000
168,000	646,500	814,500	168,000	800,000	968,000		4,000,000
140,000	646,500	786,500	140,000	800,000	940,000		3,200,000
112,000	646,500	758,500	112,000	800,000	912,000		2,400,000
84,000	646,500	730,500	84,000	800,000	884,000		1,600,000
56,000	646,500	702,500	56,000	800,000	856,000		800,000
28,000	646,500	674,500	28,000	800,000	828,000		
$ 5,280,000	$9,556,500	$14,836,500	$5,460,000	$12,000,000	$17,460,000	$ 341,500	$
264,000	477,825	741,825	273,000	600,000	873,000		

RECEIVED
JAN 23 1959
FOR FILING

Salem, Oregon
January 23, 1959

Proposed Columbia River
Bridge at Astoria

Mr. F. B. Crandall

A proposal to issue additional highway bonds, a part of which would finance Oregon's one-half of the Astoria Bridge, will be introduced at this session of the Legislature. Mr. McIver has requested an analysis of the cost to the State based on the following assumptions:

1. The State would issue $12,000,000 in bonds guaranteed by highway revenues at an estimated interest rate of 3½ percent. These would mature serially in equal amounts over a period of 15 years, starting five years after date of issue. This will require a bond principal payment of $800,000 each year over this 15-year period.

2. Interest will be paid annually each year from State Highway revenues from the date of issue.

3. The construction period is estimated as three years, starting January 1, 1960, after which toll revenue available for debt service will be applied to bond retirement. Only one-half of the net available toll revenue can be used by Oregon, the remaining one-half would go to Washington. Coverdale and Colpitts estimates of revenue will be used.

4. After retirement of bonds at the end of the 20-year period, tolls will be continued until the State is reimbursed for the funds used in bond retirement over and above the funds from toll revenue. The date when this reimbursement is complete and tolls discontinued is to be established.

These data are to be in tabular form showing cost to the State each year over the 20-year period, the average cost per year over this period, and the total interest cost not reimbursed from tolls.

GSP:gm

G. S. Paxson

cc Mr. W. C. Williams
Mr. P. M. Stephenson
Mr. R. C. Blensly

RECEIVED
JAN 19 1959
FOR FILING

January 16, 1959

Oregon State Highway Commission

Gentlemen:

The Traffic Engineering Division has reviewed the report of Coverdale and Colpitts relative to the proposed Columbia River Bridge between Astoria, Oregon and Point Ellice, Washington. The report indicates that the Coverdale and Colpitts report appears to be in order considering present trends in that area of the state, and we find no reason for taking any particular exception thereto.

I enclose a copy of the report, and I will be pleased to discuss this with you at the Commission meeting next week as to whether the report should be released to other committees, legislators, et cetera.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc Mr. G. S. Paxson
Mr. F. B. Crandall

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
December, 1958

REVIEW OF NOVEMBER 28, 1958, REPORT ON TRAFFIC, REVENUES AND EXPENSES FOR THE PROPOSED COLUMBIA RIVER BRIDGE AT ASTORIA, OREGON AND POINT ELLICE, WASHINGTON

By Coverdale and Colpitts

The following briefly discusses the adequacy and reasonableness of traffic and revenue estimates made for the proposed Columbia River Bridge at Astoria by Coverdale and Colpitts in their report of November 28, 1958. Comments are also made with respect to certain conclusions and proposals of Coverdale and Colpitts pertaining to the financial feasibility of the project as presently envisioned.

Traffic Analysis

The 1958 Origin-Destination data were taken at three stations as shown on the Frontispiece. Interviews were conducted on Saturday, Sunday and Monday at two stations, and on Tuesday at the other station (US26, east of US101). Almost all of the traffic passing the interview station was interviewed. It is believed that the O-D Survey was highly adequate.

These data were processed with IBM equipment and expanded to annual traffic based on recorder-count data (See tabulation opposite page 4). Data for the fourth station, the Longview Bridge, were based on 1954 O-D data expanded to 1958, and are shown on page 16.

The travel-time data were determined for principal trips and this information, evaluated with reference to probable toll differentials between the proposed bridge and the existing Interstate and Longview Toll Bridges, was used in assigning divertable traffic to the proposed facility (See page

16). It will be noted that the entire volume of Astoria-Megler Ferry Traffic (125,000 vehicles annually) plus an additional 25,000 vehicles annually from other Columbia River crossings has been assigned to the proposed facility. These assignments appear to be very realistic.

In developing their traffic projection Coverdale and Colpitts assumed that the base diverted traffic of 152,000 vehicles annually would increase at the rate of two percent compounded annually until 1964, the presumed date at which the bridge would be opened. Their estimate of generated (induced) traffic is 25 percent for the first year of bridge operation with an additional ten percent the second year and no additional amounts thereafter. Normal growth after 1964 is assumed at the rate of two percent compounded annually for the entire 30-year period of the projection. These data and the resulting projected traffic volumes are shown in the following tabulation:

COVERDALE AND COLPITTS ESTIMATES
BASED ON 1958 DATA

Year (a)	Diverted (b)	Generated Growth Factor (c)	Normal Growth Factor - 2% (d)	Projected Traffic (b x c x d) (e)
1958	152,000	Bridge opens in 1964		
1964	152,000	1.25	1.1262	214,000
1965	152,000	1.35	1.1487	235,000
1966	152,000	1.35	1.1717	240,000
1967	152,000	1.35	1.1951	245,000
1968	152,000	1.35	1.2190	250,000
1969	152,000	1.35	1.2434	255,000
1970	152,000	1.35	1.2682	260,000
1971	152,000	1.35	1.2936	265,000
1972	152,000	1.35	1.3195	270,000
1973	152,000	1.35	1.3459	275,000
1974	152,000	1.35	1.3728	280,000
1994	152,000	1.35	2.0399	415,000

The estimates of induced traffic used by Coverdale and Colpitts in their traffic forecasts--25 percent the first year and 10 percent the second

year, for a total generation of 35 percent of base diverted traffic--appear to be well in line with what has been experienced elsewhere. (See page 17) While the proposed bridge will offer a very substantial improvement to existing facilities, the deterent effects of the appreciable toll schedules ($1.75 for passenger cars and correspondingly higher tolls for trucks) must also be considered. In view of these two factors the 35 percent generation estimate is quite reasonable.

Although the two percent annual growth rate proposed in this study appears unduly conservative at first glance, population and traffic trends in the area tributary to the proposed bridge will not support a more optimistic figure. The level of economic activity in Clatsop County has declined quite noticeably in recent years. Average employment by private industry in the County has declined 14.4 percent and population 8.5 percent since 1950 with the greater part of the loss having occurred since 1956. Population and employment trends for Clatsop County and Astoria are shown in the following table:

POPULATION AND EMPLOYMENT TRENDS
ASTORIA AND CLATSOP COUNTY

	1950	1955	1956	1957	1958
Clatsop County					
Population 1/	30,776	30,760	31,020	29,390	28,140
Ave. Employment 2/					
Total	6,186	5,558	5,875	5,330	5,200 est.
Manufacturing	3,570	3,147	3,118	2,607	2,600 est.
Astoria					
Population 1/	12,331	12,331	12,331	12,331	12,000

1/ Population for 1950 is from U. S. Census; estimates for years 1955 through 1958 are by the Oregon State Board of Census.

2/ Oregon State Unemployment Compensation Commission; Excludes employees of State, Federal and local government.

It might be well to point out that the State Highway Department, in the 210 Study, used a 20-year traffic-expansion factor of 2.0 (1955-1975) for Federal Aid Primary Highways in the northern coastal area (Clatsop, Columbia, Tillamook and Lincoln Counties). This total expansion factor was the product of a normal-growth projection of 75 percent and a 15-percent increase due to generation and development--the latter assumed in view of highway improvements anticipated for the Federal Aid Primary System within the 20-year-projection period.

The 75-percent normal-growth projection developed for the Section 210 Study was based on trend data through 1956 and was the average for the Northern Oregon coastal area. It is equivalent to a growth three percent compounded annually and contrasts with the two-percent annual-growth projection assumed by Coverdale and Colpitts in their traffic forecasts for the proposed bridge. In view of recent trends in the economy of Clatsop County and the lack of any factors to indicate a recovery and a resumption of growth within the near future, the lower-growth projection appears much more realistic. With little growth to be expected from local traffic at least within the near future, most of the traffic growth anticipated for the bridge must come from through traffic.

Looking at the long-term prospects, the principal resource of the area is in its timber-growing potential. The original stands of timber have been almost entirely cut off or burned and the new growth will not mature in quantity for several decades at least. Until this time, appreciable economic growth in the area cannot be looked for unless it occurs as a consequence of some unusual development which can not be foreseen at the present.

Financing

On the basis of their traffic forecasts, Coverdale and Colpitts estimate that during the first 30 years the bridge is open, net revenue will

amount to $8,878,000, or an average of $292,500 per year. To amortize the original cost and meet the interest requirements (5%) for the bond issue of $28,000,000 needed to finance the project, 30 equal annual payments of approximately $1,820,000 each are required. The report concludes (page 24) that a gap of $1,500,000 between net revenues and debt service requirements, "shows clearly that the project is not financially feasible on a normal basis."

Coverdale and Colpitts conclude their report by pointing out on page 25 that their study has confirmed what is already well known to others who have considered this project; that while Clatsop and Pacific Counties stand to benefit greatly from the construction of the proposed bridge, its "revenue potential--project cost relationship: will not support conventional revenue bond financing. Several means of producing a saleable bond issue are proposed in the report for further consideration, but regardless of their effectiveness they would not eliminate the need for substantial subsidy--approximately $1,500,000 per year. In any event, the implication is fairly obvious that without the financial backing of the States of Oregon and Washington in one form or another, the sale of a bond issue for the proposed bridge is not feasible.

A REPORT ON A

PROPOSED BRIDGE ACROSS THE COLUMBIA RIVER

ASTORIA, OREGON - MEGLER, WASHINGTON

TO

THE LEGISLATIVE ASSEMBLIES

OF OREGON AND WASHINGTON

Prepared and Presented

By

OREGON STATE HIGHWAY COMMISSION

WASHINGTON STATE HIGHWAY COMMISSION

January, 1959

A REPORT ON A

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January, 1959

GENERAL:

The Legislature of the State of Oregon in its 1957 Session enacted Chapter 207, Oregon Laws 1957, which reads as follows:

"Chapter 207, Oregon Laws 1957.

"Section 1. As soon as possible after the effective date of this Act the State Highway Commission shall enter into negotiations with the appropriate officials of the State of Washington for an agreement with regard to the construction of a bridge over the Columbia River connecting the highway designated as U. S. Route Number 101 at or near Astoria, Oregon, with the highway designated as U. S. Route Number 101 at or near Megler, Washington, the cost of which shall be shared equally by the States of Washington and Oregon.

"Section 2. (1) Upon the satisfactory completion of preliminary negotiations under section 1 of this Act, the State Highway Commission shall immediately commence and proceed with all reasonable speed to cause surveys, plans, designs and cost estimates to be prepared and all other things to be done or prepared that are necessary before the invitation of bids for construction with regard to the bridge referred to in section 1 of this Act, including necessary rights of way, approaches and connecting roads.

"(2) In carrying out the provisions of subsection (1) of this section the commission may:

(a) Consult, cooperate and enter into agreements with the Government of the United States or any of its agencies, the State of Washington or any of its agencies or political subdivisions, any agency or political subdivision of this state or any private person, association or corporation. Any agency or political subdivision of this state may consult, cooperate and enter into agreements with the commission for the purposes set forth in section 2 of this Act.

(b) Accept and expend moneys from any public or private source, including the Government of the United States, made available to the commission or this state for the purpose of carrying out the provisions of subsection (1) of this section.

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(b) Accept and expend moneys from any public or private source, including the Government of the United States, made available to the commission or this state for the purpose of carrying out the provisions of subsection (1) of this section.

"Section 3. In addition to and not in lieu of any other moneys authorized to be expended from the State Highway Fund for the biennium beginning July 1, 1955, and the biennium beginning July 1, 1957, the State Highway Commission may expend out of the State Highway Fund such sum, not exceeding $100,000 or one-half of the actual cost whichever is the lesser figure, as is necessary for the purposes set forth in section 2 of this Act.

"Section 4. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act shall take effect upon its passage."

This law requires that the cost of the work done under its terms be shared equally between the two states of Oregon and Washington. The Legislature of the State of Washington in its 1957 Session enacted a similar law (Washington Laws of 1957, Chapter 172) authorizing cooperation in the project. Section 29 of the above-cited Washington law reads as follows:

"Chapter 172, Washington Laws 1957.

"Section 39. The Washington toll bridge authority, the Washington state highway commission, and any county or other political subdivision of the state of Washington, are each authorized to enter into any agreements with each other, the Oregon state highway commission, Port of Astoria, Oregon, or any other governmental agency or political subdivision of either Oregon or Washington for the purpose of continuing traffic, engineering and financial studies, and surveys for the planning of a toll bridge to be constructed at a feasible site on the lower Columbia river. Such studies and surveys shall include but shall not be confined to the following:

(1) The most desirable design and bridge approaches;
(2) The most desirable location;
(3) The cost of construction and the length of construction time required; and
(4) The financial feasibility of the bridge together with any supplementary aid which may be available to finance it.

"In order to carry out the provisions of this section the Washington toll bridge authority, the Washington state highway commission and any political subdivision of the state of Washington, may:

"(1) Consult, cooperate and enter into agreements with the government of the United States or any of its agencies, the state of Oregon or any of its agencies or political subdivisions, or any other governmental agency, person, or corporation.

"(2) Accept and expend moneys from any public or private source, including the government of the United States, which is now or may be made available for the carrying out of the purposes contained in this section.

"There is appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium commencing July 1, 1957 and ending June 30, 1959 the sum of one hundred thousand dollars, or so much thereof as may be necessary, to carry out the purposes of this section. Any funds herein appropriated from the motor vehicle fund to the Washington toll bridge authority shall be considered as a loan and repaid by the authority to the motor vehicle fund upon the sale of bonds for this project."

To carry out the purpose of these laws the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority entered into an agreement, dated June 27, 1957, setting forth the work to be done by each agency. This agreement provides that Oregon shall conduct the survey and study of the location, alignment and type of structure and prepare a design. Oregon shall also prepare a report covering the survey, study and design for submission to the legislatures of both states. The Washington agencies will furnish such assistance as is mutually agreed upon and the Washington Toll Bridge Authority will reimburse Oregon in the amount of one-half the cost up to a maximum Washington participation of $100,000.

The Oregon State Highway Commission has completed the survey of a feasible crossing of the Columbia River including the connection to the Astoria Street system and US101 in Astoria and the connection to US101 in Washington near Point Ellice. The design of the bridge has been made except for a few details that can be completed in a short time. Estimates of construction cost are given later in this report. The complete construction plans based on the design can be ready for a call for bids soon after authorization for construction is given.

PREVIOUS STUDIES:

A bridge crossing the Columbia River at or near Astoria has been under consideration for the last 30 years. In 1932 the Oregon-Washington Bridge Trustees was formed. This group engaged the firm of Robinson and Steinman to study the situation and select a site, prepare preliminary plans, and estimate of construction costs and present permit drawing to the U. S. Corps of Engineers. A permit was granted for a bridge extending from the foot of First Street in Astoria to Point Ellice. Financing of the project was found to be not feasible and although the permit was renewed, year by year, until 1941 it was then allowed to lapse.

The project was revived in 1953 and in 1954 a fund of $50,000 was set up by equal participation of the Washington Toll Bridge Authority, Pacific County, Washington, the Port of Astoria, and the Oregon State Highway Commission. The Tudor Engineering Company of San Francisco was employed to make a study of engineering facts, probable costs, possible toll revenues, probable location, and other matters and information that could be analyzed by the sponsors. The Tudor Engineering Company made its report in March of 1955. Its estimate of construction cost was $23,400,000. When right of way, engineering and administrative costs are added, the total estimated cost is $25,430,000. This does not include financing costs, interest during the period of construction or discount on bonds. These latter items depend, in a large measure, on the bond market and the interest rate that must be paid.

The Washington end of the bridge reached the shore slightly below or west of Point Ellice. At the Astoria end the bridge crossed over Marine Drive near the foot of Kingston Street, curved to the east and came to grade

on Marine Drive near Columbia Avenue. The major portion of the Astoria approach was to be on a cut and fill section along the hillside south of Marine Drive.

LOCATION:

The Oregon law, above cited, restricts the site of the bridge to an area at or near Astoria on the Oregon side connecting with US101 at or near Megler on the Washington side. Since the navigable channels at each side of the river are approximately parallel to the shore line, the exact site selection resolves itself into the selection of a line that would give the shortest over-all length and permit a reasonable and adequate connection to the Astoria street system. On the Washington side considerable latitude is allowed as US101 is parallel and immediately adjacent to shore line. Our survey shows that a connection with US101 a few hundred feet below, or west of Point Ellice, results in as short a crossing as can be had and permits the construction of an adequate connection to the existing highway on the Washington side. Figure II shows the general location of the proposed structure.

The location of the Astoria end of the structure and the alignment and type of connections were given considerable study. It is in this approach that this recommendation differs appreciably from the proposal of the Tudor Engineering Company. Alameda Avenue parallels Marine Drive (US101) and is benched into the hillside at an elevation of approximately 70 feet above Marine Drive. It is advisable to keep the entire project north of Alameda Avenue. The bridge tangent intersects Alameda Avenue at an angle of 76 degrees in the northeast quadrant. The Tudor Engineering Company's report proposed to curve the approach to the east through an angle of greater than 90 degrees and follow along the hillside on a cut and fill section.

In our judgment a safer structure and better alignment will be had by reversing this proposal and curving the approach to the west through a lesser angle. There is no evidence of any recent slide in the approach area but past experience indicates that the north slope of the hill forming the Astoria peninsula is unstable and that any interference with the surface configuration or with the drainage may start major movements in seemingly stable slopes. To minimize this danger as much as possible, we propose to build the approach on viaduct until it leaves the hillside near Marine Drive. This will not change the drainage conditions, nor will it place any additional embankment load on the hillside.

REQUIREMENTS OF NAVIGATION:

There are two channels used by navigation in the Columbia River opposite Astoria. The main channel is immediately adjacent to the Oregon shore. This channel is used by all ocean-going ships and by all (except very infrequent movements) river traffic. There is a minor channel near the Washington shore through which there are occasional movements of pile drivers, dredges and other equipment for use in the immediate vicinity.

A conference with navigation interests was held at Astoria to determine the clearances, both horizontal and vertical, that would satisfy their needs. A horizontal clearance of 1,070 feet between fenders, which is equal to the clearance at the Longview Bridge, was agreed upon. The vertical clearance is controlled by the requirements of the Navy. Our information at that time was that 196 feet was required. This is considerably more than is necessary for commercial shipping and for naval vessels except aircraft carriers. Access to Tongue Point for aircraft carriers must be provided. An application to the Corps of Engineers, U. S. Army, showing these

clearances was made and a public hearing was held at Astoria on July 8, 1958. Representatives of the Navy appeared at the hearing and demanded that the vertical clearance of 196 feet be based on high water rather than low water which is the customary datum plane. This increased the bridge height over the channel by 8 feet and caused an increase in the length of the Astoria approach.

The Corps of Engineers plan to increase the depth of the channel to 45 feet below low water and pier foundations must be planned with this in mind.

At the minor channel near the Washington shore, previous plans, both by Robinson and Steinman in 1932 and by the Tudor Engineering Company in 1955, showed a drawspan to accommodate the infrequent passage of vessels in this channel. The Washington shore is accessible from either side of the proposed bridge although such access requires considerable additional travel distance. An economic analysis comparing the added construction cost of a drawspan and the operation and maintenance costs with the cost of additional travel distance for the few vessels using this channel showed conclusively that a drawspan is not warranted. The application for permit, and our plans, show a fixed span over this channel. A vertical clearance of 70 feet and horizontal clearance of 300 feet are provided. A permit for the construction of the bridge based upon the clearances given above was issued by the Secretary of the Army dated September 29, 1958.

DESIGN STANDARDS:

This bridge, when built, will be a link in US101, one of the principal north and south highways. It should be built to the same standards as other structures on this route. The standards of the American Association of State Highway Officials have been complied with. The H20-S16 vehicular

loading of those standards has been used. This provides for a basic vehicle consisting of a 20-ton truck with a 16-ton semitrailer and is the standard used on all main-line roads in Oregon.

The high vertical clearance required by the Navy and the close proximity of the main ship channel to the Oregon shore create a problem in the laying of a suitable grade line on the Astoria approach. The connection to US101 and the Astoria street system should be made at Marine Drive. This street is only 1,000 feet south of the harbor line. It has been necessary to cross over Marine Drive and gain enough distance to develop a reasonable grade. This has been done by a long curve to the west, crossing back over Marine Drive and connecting to Marine Drive from the north. This also allows the establishment of the toll-collecting facilities on the level open area north of Marine Drive. The maximum grade, both ascending to the channel span and descending to Marine Drive, is 5.62 percent. Figure II shows the position and alignment of the Astoria approach.

The Desdemona Sands separate the main channel from the north channel. This shallow area extends for a distance of 10,630 feet and presents no particular problem as relatively short-span construction can be used. There are no curves in the alignment and after descending from the channel spans a level grade line can be laid.

It will be necessary to rise from the level grade across the Desdemona Sands to cross the north channel and to descend again to the connection with the highway on the Washington shore. The ascending grade is 1.82 percent and the descending grade is 5.77 percent.

A roadway width of 28 feet between curbs has been used. This allows two 12-foot travel lanes with 2 feet of curb clearance on each side. No

sidewalk is provided as the distance of 4.2 miles precludes any pedestrian traffic. There is a 1½-foot safety curb between the roadway and the handrail which provides a refuge if necessary.

FOUNDATION CONDITIONS:

The Tudor Engineering Company, in gathering data for its 1955 report, made 45 borings in the area of the crossing. The results from these borings have been used in the present design. These will be supplemented by additional borings in areas not adequately covered before a construction contract is advertised. The borings show shale and sandstone on each riverbank overlaid by a varying thickness of soil. This shale and sandstone is excellent foundation material if it can be economically reached. At a short distance from each shore the rock surface is so far below the water surface and the stream bed that it can not be reached even with point bearing piles. In these locations friction piles must be used. The material in the stream bed is a clean sand with a high frictional value and adequate foundations can be built.

Besides the two navigation channels crossing the bridge site there is a minor channel that meanders across the Desdemona Sands. At the present time this is a north-to-south channel used by the ferries. During historic time this channel has shifted many times. About 60 years ago, it ran east and west between the two navigable channels. It is probable that other movements may occur and, because of the eddy currents created by the bridge piers, it can be expected that considerable scour will occur at the bridge. The foundations must be deep enough to guard against this.

The Astoria approach presents a potentially dangerous foundation condition. The hillside on the north slope of the Astoria peninsula is

notoriously unstable. Several serious slides have occurred in the last few years. Although none of these has occurred at the proposed bridge site, care must be taken that the natural drainage in the area is not disturbed and that the load on the hillside is not increased. An embankment placed on the slope would both interfere with the drainage and add load. For these reasons we have carried the Astoria approach on a viaduct until Marine Drive is crossed for the second time just before entering the toll plaza area.

WIND VELOCITY:

The mouth of the Columbia River is in an area of high wind velocity. A complete record of wind velocities at the North Head Station is available from 1884 to 1952, at which time the station was moved to the Astoria Airport. The record at the airport is not of long enough duration to be usable but unofficial reports indicate at least one storm comparable to the experience at North Head. The maximum steady wind velocity at North Head was 95 miles per hour measured at a height of 56 feet above ground elevation. This must be increased to allow for gusts and increased height so that winds of 140 to 150 miles per hour can be anticipated at the elevation of the bridge superstructure. The design provides for such velocities with a reasonable factor of safety.

STREAM CURRENTS:

Stream currents at the bridge site are not particularly bad. The approximately four-mile width carries the river flow at a lower velocity than is present farther upstream where the channel is narrower. The maximum velocity will occur with a river flood combined with an extremely low tide. These maximum velocities are in the range of nine miles per hour. River floods do carry considerable driftwood, including a few full-length trees.

TYPE SELECTION:

This project is divided into four distinct units, each requiring a different type of structure. These are: (a) the main channel crossing at the south shore; (b) the crossing of the shallow water over the Desdemona Sands; (c) the north channel crossing near the Washington shore; and (d) the Astoria approach.

(a) The Main Channel Crossing.

The length of the span over the main ship channel is controlled by the navigational requirements. The standard for horizontal clearance has been established by the Longview Bridge and by the St. Johns Bridge over the Willamette River. The horizontal clearances at these bridges are 1,085 feet and 1,068 feet, respectively. A horizontal clearance of 1,070 feet has been used at Astoria. The Astoria Bridge will cross the channel at a slight angle. Allowance for this and for the pier fenders requires a span length of 1,204 feet between centers of piers.

For spans of this length there are two types of structures that should be considered - the cantilever and the suspension types. The cantilever bridge is much more rigid and is less susceptible to vibration due to wind action than is the suspension bridge. The reactions from load are vertical in the cantilever type while the suspension type requires anchorage to take the horizontal pull of the cables. The suspension type is most adaptable in locations where moderate wind velocities prevail and where solid foundations are obtainable. At the Astoria site extremely high wind velocities must be expected and the anchorages, at least for the one on the north, would be in sand and founded at least 50 feet below the water surface. For these reasons, the cantilever is to be preferred unless a considerable saving

in cost can be made by using the suspension type.

A careful study of both types has been made. Estimates of cost indicate that the suspension type might be several hundred thousand dollars cheaper than the cantilever but any indicated saving is within the range of uncertainty in estimating and in any event would not be more than two or three percent of the total project cost.

Another consideration is the matter of insurance which will be necessary if this project is financed by revenue bonds. There have been a few failures of suspension bridges and several other instances in which structures have been in serious trouble in recent years. Insurance companies assuming risks of this kind will be prone to very critically examine any structure of this magnitude located in an area as exposed to storms as is the case at Astoria. The cantilever type for the main channel spans has so many advantages over the suspension type that it has been selected for this project. This decision is supported by the two studies previously cited, in both of which a cantilever span was selected.

The vertical clearance of 196 feet above average high water requires high and expensive piers. The approach spans leading to the main spans are proportioned to get the maximum economy, balancing the higher cost of long spans against the pier costs. The higher sections are long deck trusses and the lower sections shorter girders.

(b) The North Channel Span.

Our economic analysis showed that the advantages to navigation did not justify a drawspan over this channel. A vertical clearance of 70 feet and a horizontal clearance of 300 feet can be provided with a series of fixed spans. This was concurred in by the U. S. Corps of Engineers and the permit

for the structure has been granted on that basis. For this span length the simple truss which we have used is the most economical structure. In part of this channel, water depths exceed those in the south channel. Pier costs in these depths result in fairly long spans for maximum economy.

(c) Viaduct Across the Desdemona Sands.

Between the south channel and the north channel are the Desdemona Sands. Water depths vary from 20 feet to bare sand bar at low tide. A study was made of the feasibility of filling a considerable portion of this section. Cost estimates indicated that no saving could be made. An embankment would also complicate the navigation of both ship channels by creating cross currents.

A prestressed concrete superstructure supported on large concrete piles has been used. This will reduce the maintenance cost to a minimum as no painting will be required. A span length of 60 feet is used to permit passage of drift and to give the economical balance between superstructure and substructure costs. Some consideration was given to the use of pressure-treated timber piles but was rejected because of the probability of damage by driftwood and the abrasion by sand carried by the current.

(d) The Astoria Approach.

The height required by navigation results in a long approach viaduct to make a connection with Marine Drive. As mentioned earlier, the hillside is a potential slide area and should be disturbed as little as possible. For this reason a viaduct has been used rather than a cut and fill section. This viaduct crosses Marine Drive at a high elevation just south of the main span, curves to the west and recrosses to the toll plaza on the north side of the street. Marine Drive is widened to provide a left-turn slot for

vehicles eastbound to the bridge. Ample storage space is provided for vehicles passing the toll station from either direction.

DESIGN AND CONSTRUCTION:

The design of the bridge is complete except for detailing which can be completed in a few months after arrangements for financing the project are made. The main features are shown on the illustration accompanying this report. Advantage has been taken of the new alloy steels now available for structural work and of the prestressing and precasting techniques developed in the past few years.

Construction can proceed practically the year around with minor delays due to inclement weather in the winter season. Flood stages in the river occur only in the summer season and, due to the large stream area compared to the area of the upper river, the effect of stream flood is not great. It is estimated that three years from the time a contract is awarded will be sufficient to complete the structure.

ESTIMATE OF COST:

The estimated net construction cost of this project is $20,255,547. To this sum must be added the cost of the right of way needed for the Astoria approach. A sum of $500,000 is set up for this item which should be ample to cover the property needed. An allowance must also be made for unforeseen contingencies that may arise during construction and for the cost of engineering. It is customary to allow 12½ percent of the construction cost for this purpose. The total construction cost, including these items, is $23,349,990.

This estimate is for the construction cost. It does not include financing costs such as fees to bond attorneys, discount on bonds, and interest on bonds during the estimated three-year construction period. These items, in a large measure, will depend on the bond market at the time financing is

undertaken and on the type of financing, whether general obligation bonds or revenue bonds backed up by bridge revenue only.

The summary of the cost estimate is as follows:

COST ESTIMATE
COLUMBIA RIVER BRIDGE
ASTORIA-POINT ELLICE

(November 1958)

Location	Item	Super-structure	Sub-structure	Total
Washington Approach Station 115+96 to 118+21	1-45', 3-60' RC Spans	$ 44,925	$ 30,000	$ 74,925
	Grading and Paving		85,000	85,000
			SUBTOTAL	$ 159,925
North Channel Station 118+21 to 160+87	Thru Trusses	2,211,156	1,931,880	4,143,036
	Plate Girders	414,822	319,600	734,422
			SUBTOTAL	$4,877,458
Viaduct - Station 160+87 to 267+21.5	178-59.75' Precast Spans	2,226,733	1,159,411	
			SUBTOTAL	$3,386,144
South Channel Station 267+21.5 to 318+97.17	Plate Girders	230,658	177,555	408,213
	Deck Trusses	1,031,048	788,761	1,819,809
	Anchor Span	2,641,414		2,641,414
	Cantilever Arms	1,744,552		1,744,552
	Suspended Span	926,492		926,492
	Piers 210-213 (incl.)		2,669,161	2,669,161
	Deck Truss	211,298	71,810	283,108
	RC Box Girders	158,938	160,403	319,341
	Navigation Lights	15,000		15,000
	Traveling Maint. Plat.	67,000		67,000
	Ladders, Inspec. Walkways	30,000		30,000
	Pier Fenders (211-212)		326,800	326,800
			SUBTOTAL	$11,250,890
Astoria Approach Station 318+97.17 to 338+40.00	Prestress Beam Spans	241,528	126,602	368,130
	2nd Crossing Marine Drive	35,000	25,000	60,000
	Grading and Paving		145,000	145,000
	Toll House Facility		8,000	8,000
			SUBTOTAL	$ 581,130
			ESTIMATED CONTRACT TOTAL	$20,255,547
			RIGHT OF WAY COSTS	500,000
				$20,755,547
			+12½% ENGINEERING AND CONTINGENCIES	2,594,443
			ESTIMATED TOTAL COST	$23,349,990

Estimated Annual Operating and Maintenance Cost. The annual cost of maintaining the structure and operating it as a toll project is estimated to be as follows:

		Annual Cost
Operation		
1 manager		$ 5,000
7 toll collectors	at $3,500	24,500
Light and power		7,500
Insurance		50,000
Miscellaneous		2,500
	Subtotal	$ 89,500
Maintenance		
Routine maintenance		$ 50,000
Reserve for painting		50,000
Unusual expenses		12,500
	Subtotal	$112,500
	Total	$202,000

The estimated annual maintenance cost of $112,500 is less than five-tenths of one percent of the construction cost, which is rather low. It is accounted for by the use of concrete construction wherever feasible to reduce the painting cost.

SUMMARY:

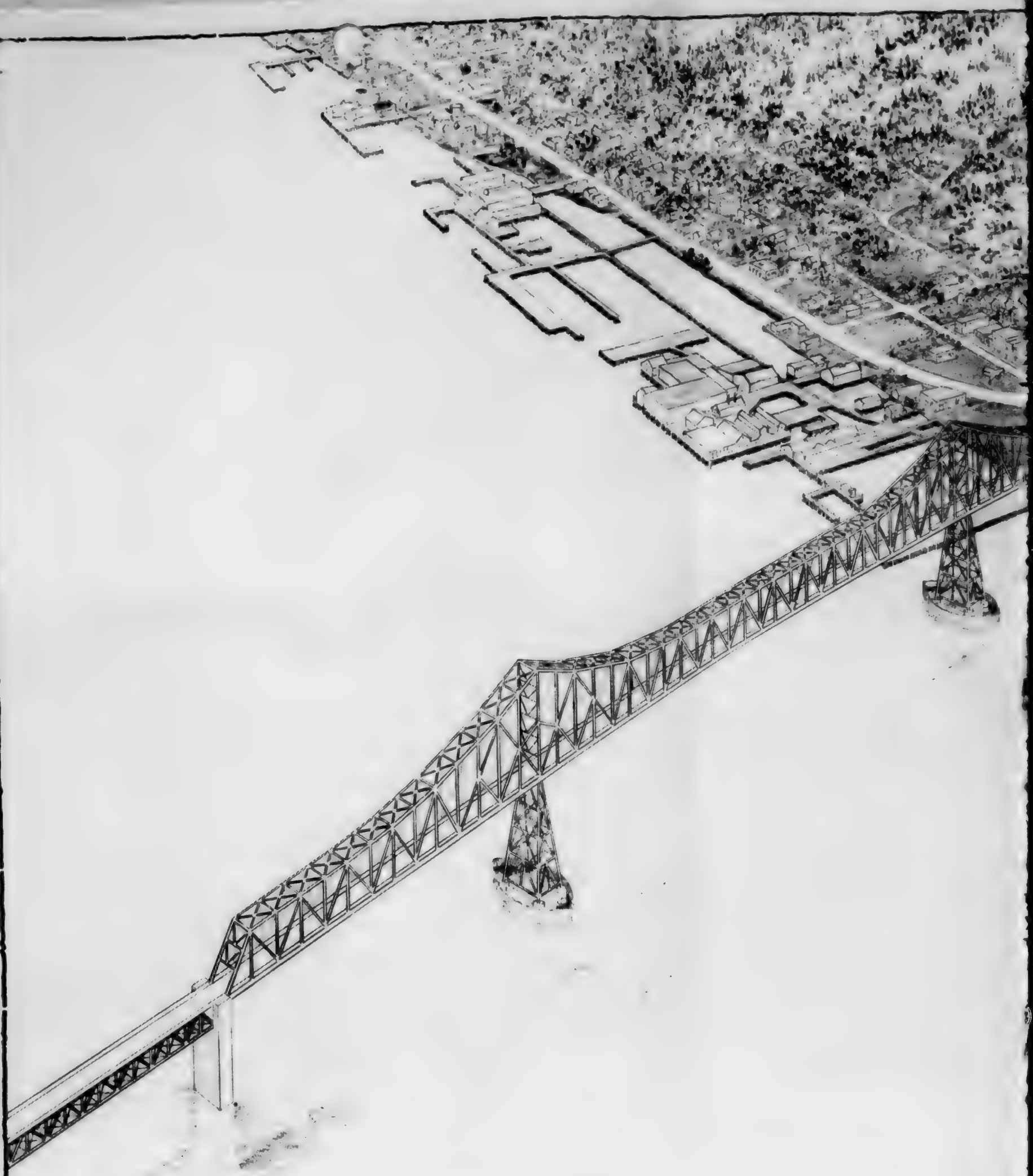
This report is jointly prepared by the Washington State Highway Commission and the Washington Toll Bridge Authority for submission to the Washington State Legislature as directed by Chapter 172, Washington Session Laws of 1957, and by the Oregon State Highway Commission for submission to the Oregon State Legislature as directed by Chapter 207, Oregon Laws 1957. A feasible site for the bridge has been selected that makes adequate connections to US101, both in Oregon and Washington, and also allows ready access to the city of Astoria. Agreement has been reached with navigation interests as to both vertical and horizontal clearances and a permit for the construction

has been issued by the Secretary of the Army and the Chief of Engineers.

The estimated construction cost, including right-of-way costs and allowances for engineering and contingencies, is $23,349,990. This estimate does not include financing costs or interest on bonds during construction.

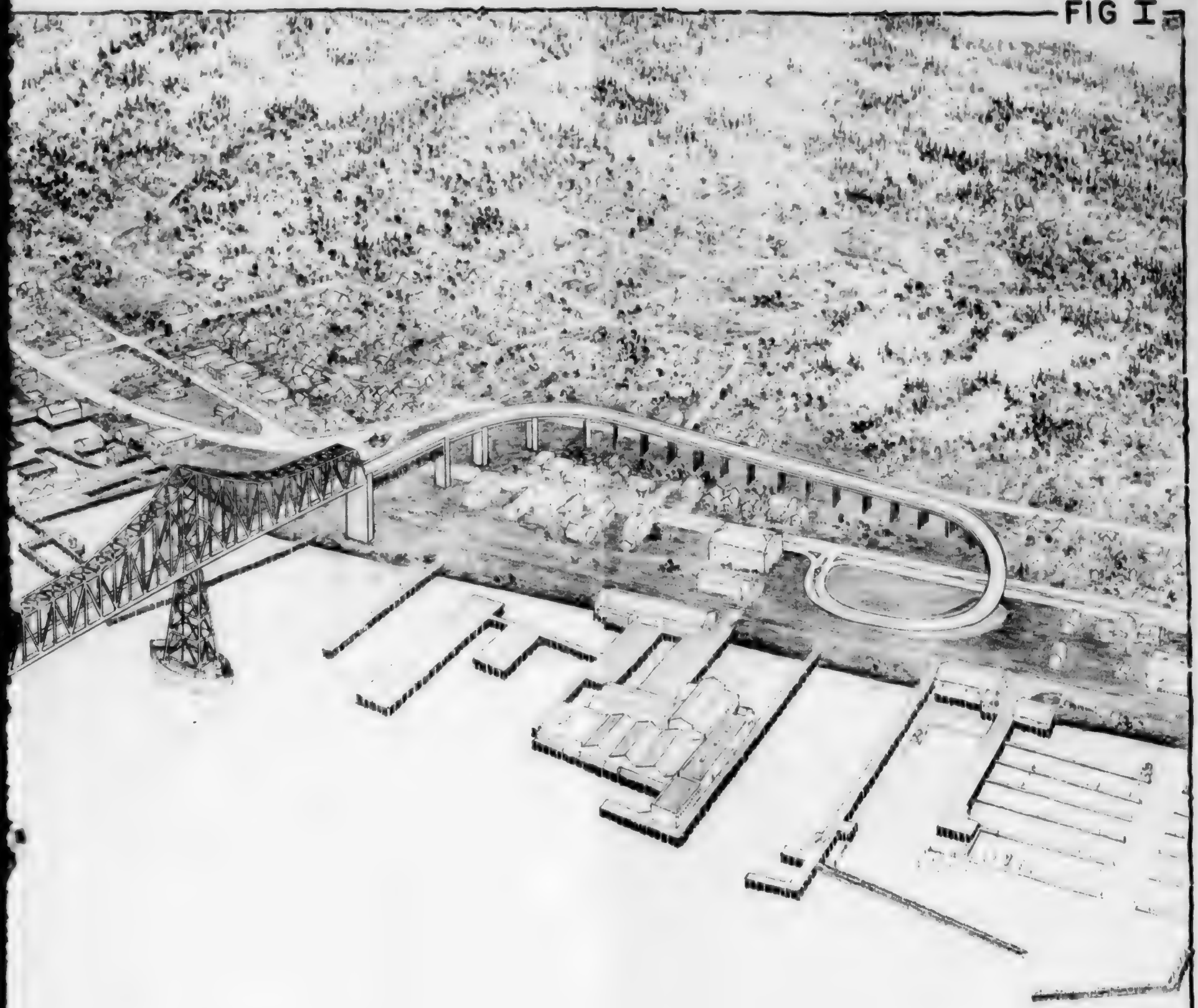
A report on the estimated traffic that could be expected on the bridge, a suggested toll schedule, and gross and net revenues have been prepared by Coverdale and Colpitts, Consulting Engineers. This is a revision of their report on the project made in 1955, based on further study and current traffic data. This report will be presented separately.

The Legislative Interim Committee of each state recommended that the respective Highway Commissions appoint a group of financial experts to examine the feasibility of financing the project by the sale of bonds. A joint report from committees appointed by the Highway Commissions will be presented separately.



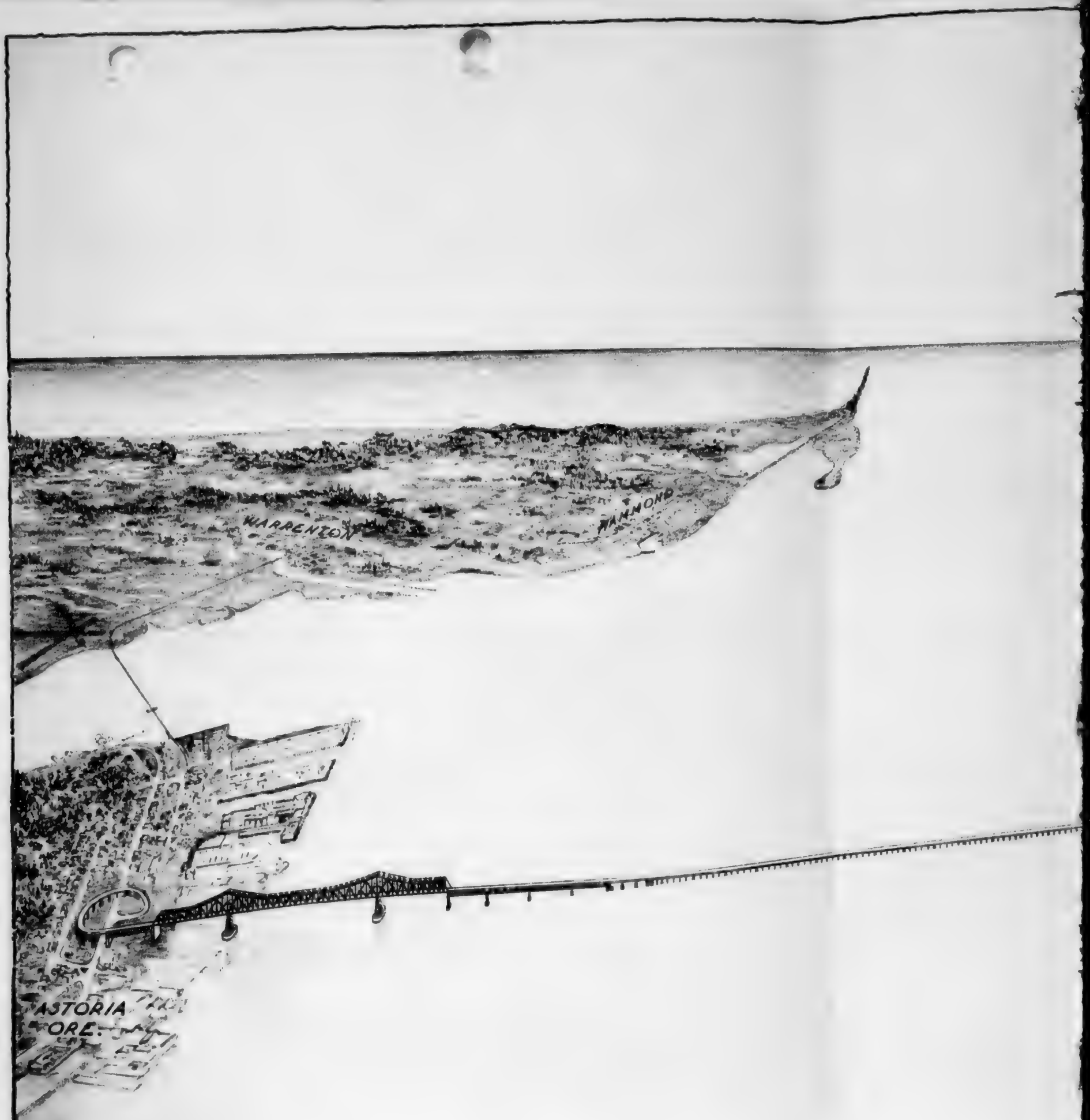
ASTORIA · BRIDGE · MAIN

FIG I



N.L. Shannon
5/70

MAIN · CHANNEL · CROSSING · ·



PROPOSED · COLUMBIA · RIVER · BR

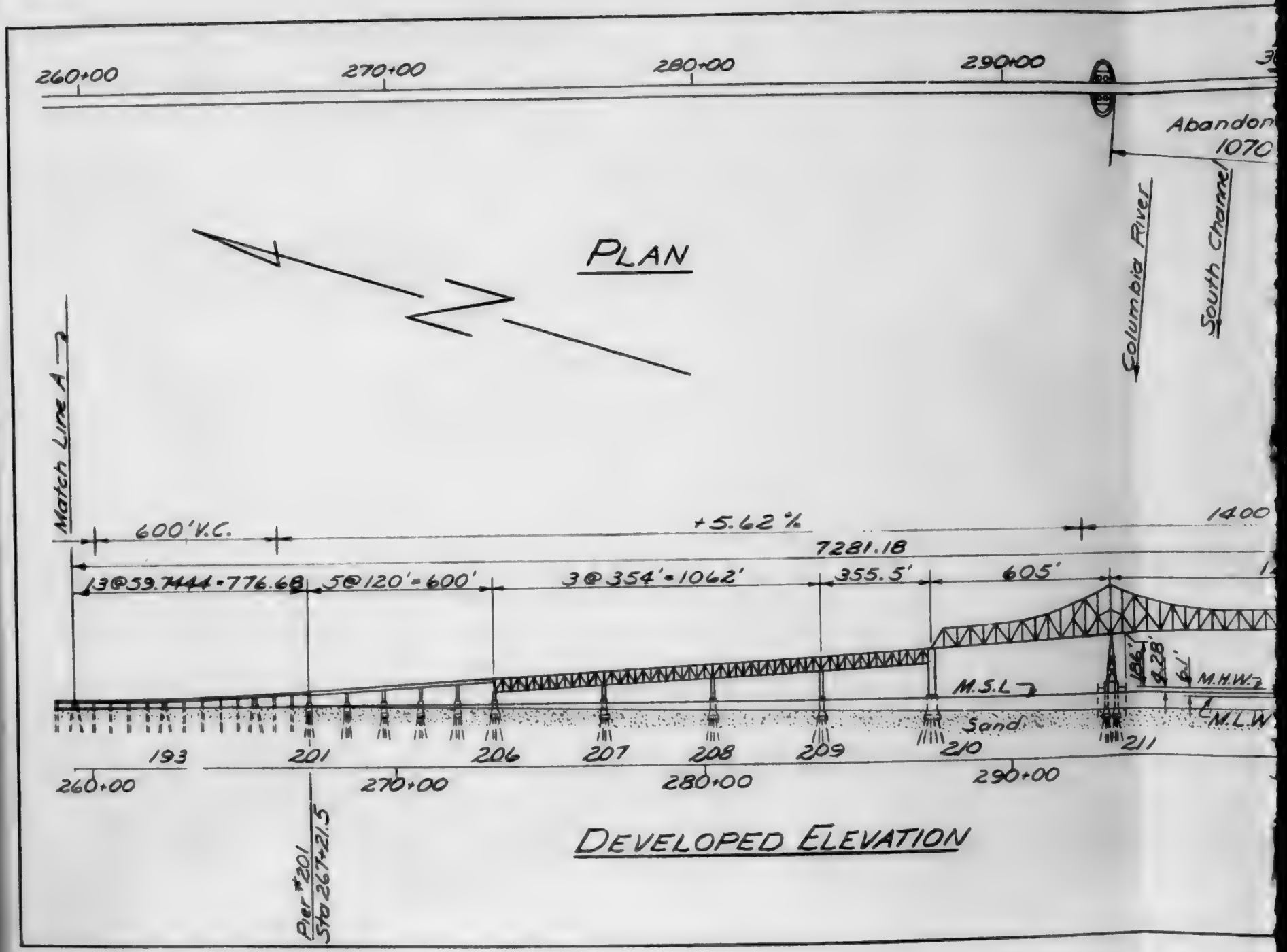
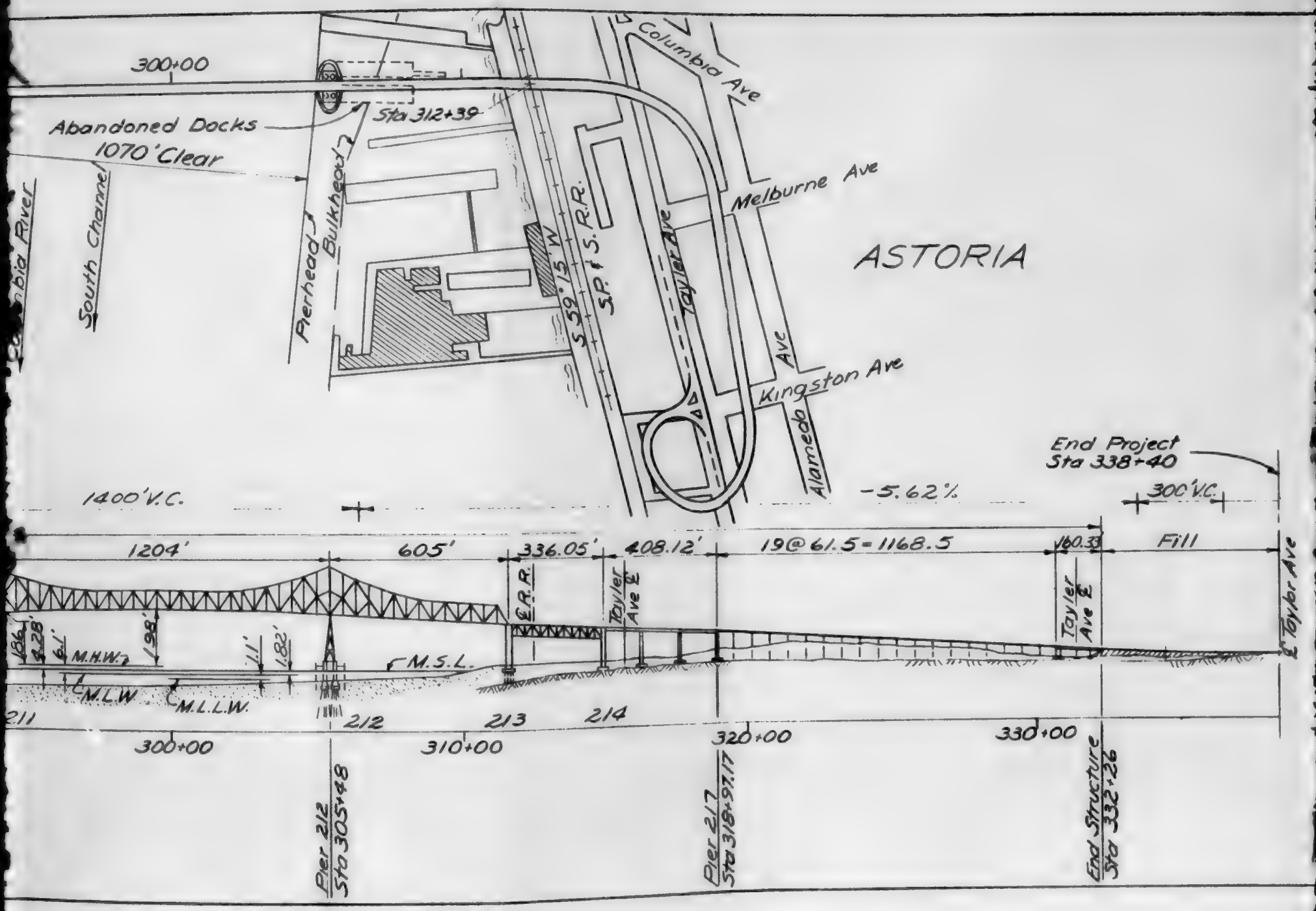

260+00
270+00
280+00
290+00
Abandon
1070
Columbia River
South Channe
PLAN
Match Line A
600' V.C.
+5.62%
1400
7281.18
13@59.7444=776.68
5@120'=600'
3@354'=1062'
355.5'
605'
M.S.L
M.H.W.
Sand
193
201
206
207
208
209
210
211
260+00
270+00
280+00
290+00
Pier #201
Sta 267+21.5
DEVELOPED ELEVATION

FIG III



OREGON
STATE HIGHWAY COMMISSION

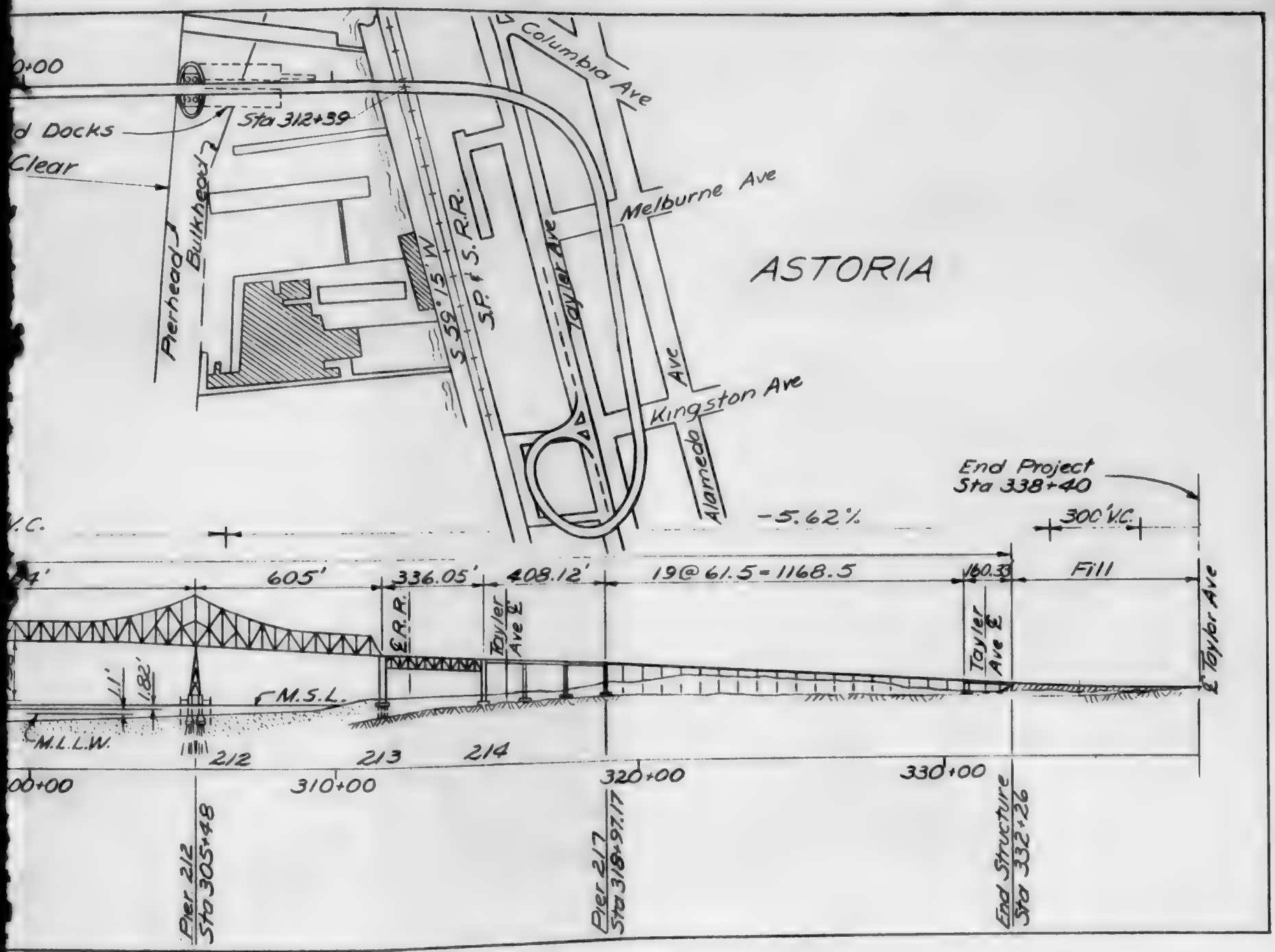
COLUMBIA RIVER BRIDGE @ ASTORIA

PLAN & ELEVATION

BR #7949 SCALE 1"=400' JULY 21,1

J.M.T. DRWG #7949-E

FIG III A



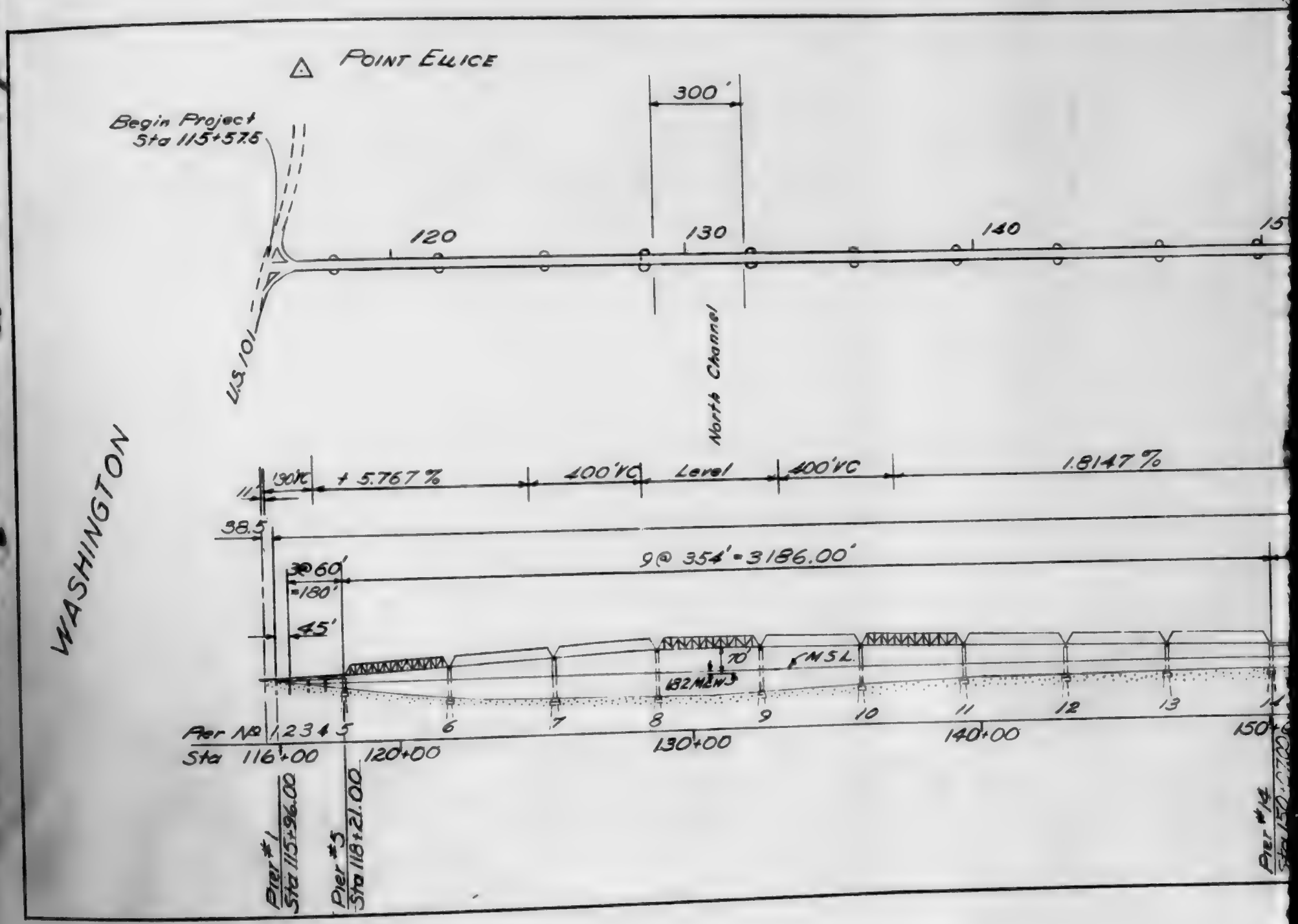
OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE @ ASTORIA

PLAN & ELEVATION

BR #7949 SCALE 1"=400' JULY 21, 1958

J.M.T. DRWG #7949-E(6)


POINT ELLICE
300'
Begin Project
Sta 115+57.6
120
130
140
15
U.S. 101
North Channel
WASHINGTON
130'R
+ 5.767 %
400'VC
Level
400'VC
1.8147 %
38.5
60'
180'
45'
9 @ 354' = 3186.00'
70'
MSL.
Pier No 1 2 3 4 5 6 7 8 9 10 11 12 13 14
Sta 116+00
120+00
130+00
140+00
150+00
Pier #1
Sta 115+96.00
Pier #5
Sta 118+21.00
Pier #14

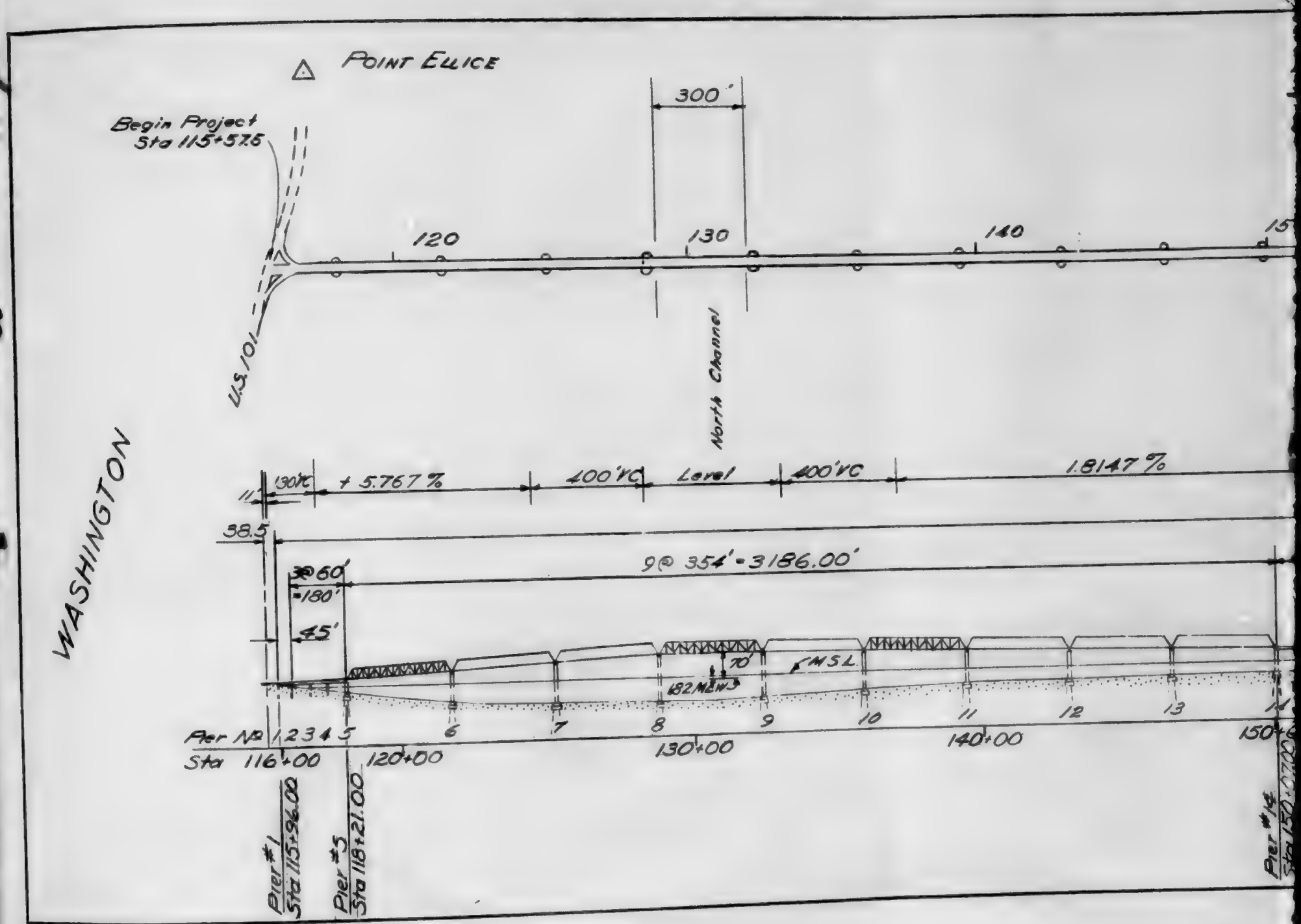
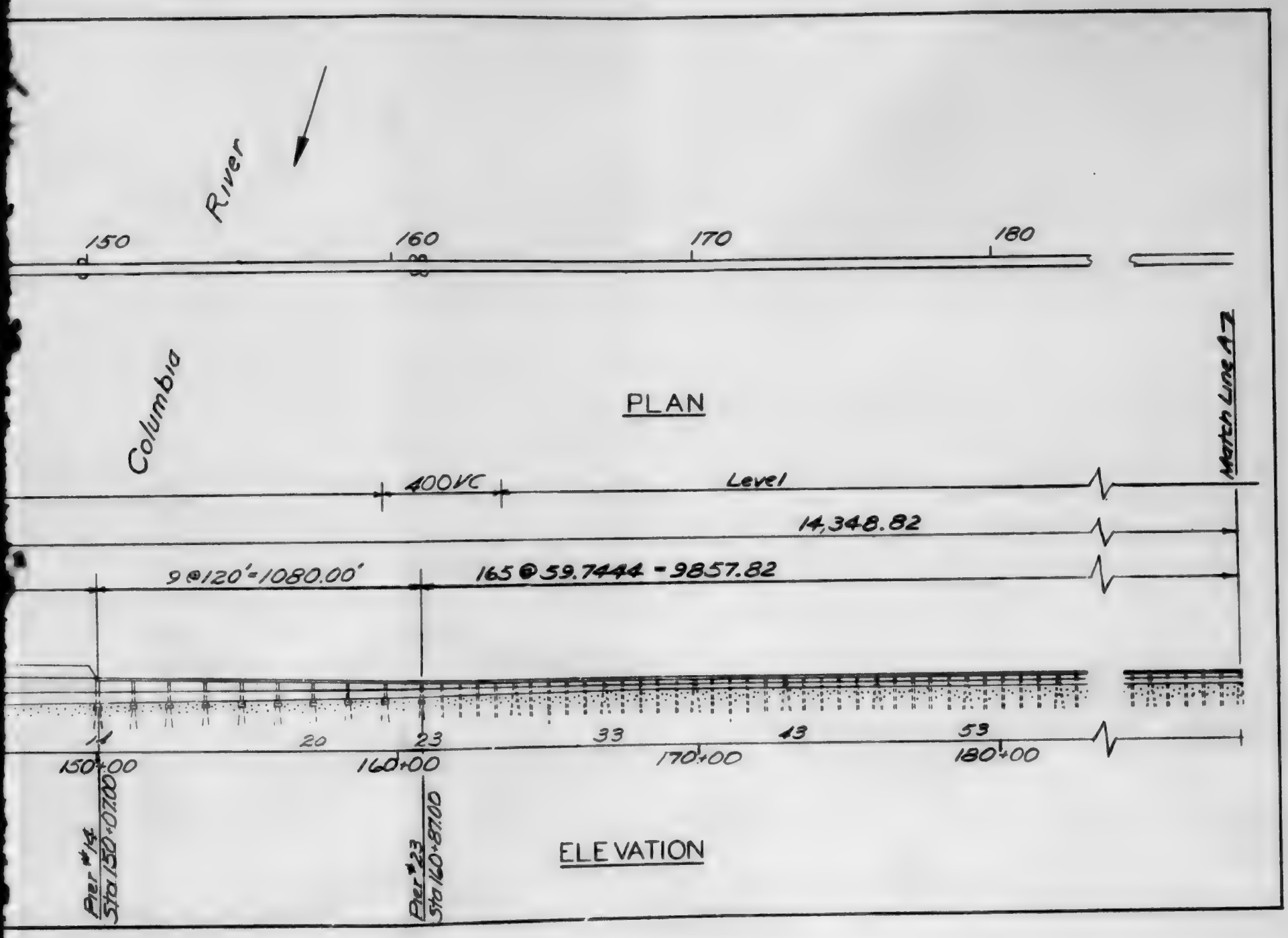

POINT ELLICE
Begin Project
Sta 115+57.6
300'
120
130
140
15
U.S. 101
North Channel
WASHINGTON
130'℄
+ 5.767 %
400' VC
Level
400' VC
1.8147 %
38.5
9 @ 354' = 3186.00'
3 @ 60'
= 180'
45'
70'
MSL
182 MLLW
Pier No
1 2 3 4 5 6 7 8 9 10 11 12 13
Sta 116+00
120+00
130+00
140+00
Pier #1
Sta 115+96.00
Pier #5
Sta 118+21.00

FIG III B



OREGON
STATE HIGHWAY COMMISSION
COLUMBIA RIVER BRIDGE
@ ASTORIA
PLAN & ELEVATION
BRN° 7949 Scale 1"=400' July 15, 58
LLH DRWG N° 7949-C

Sta. 305+48.00

Sta. 311+53.00

330.17

10'

3.5'

SPEARS
Sta 312+39.2

Sta 312+97.17

19 @ 61.5' = 1168.5'

330+65.67

DEVELOPED ELEVATION ON ROADWAY ℄
Scale 1" = 30'-0"

Sta 299+46.00
P.I.V.C. El 228.50

+.562%

1400' VC

Finished Grade of ℄

-.562%

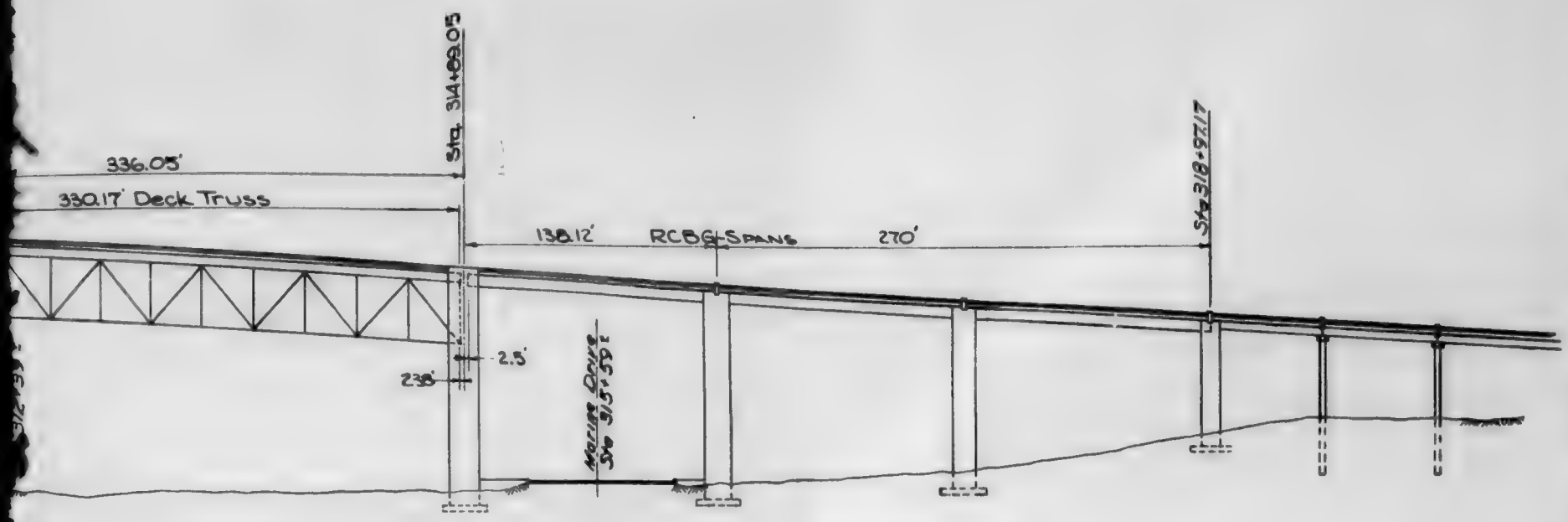
300' VC

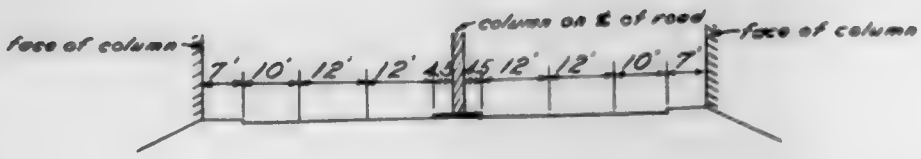
Sta 335+00.00
P.I.V.C. El 220.77

GRADE LINE DIAGRAM
Not to Scale

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 1" = 1'-0"
SHOULD BE READ ½" = 1'-0"
INDICATED SCALE 1/16" = 1'-0"
SHOULD BE READ 1/32" = 1'-0"

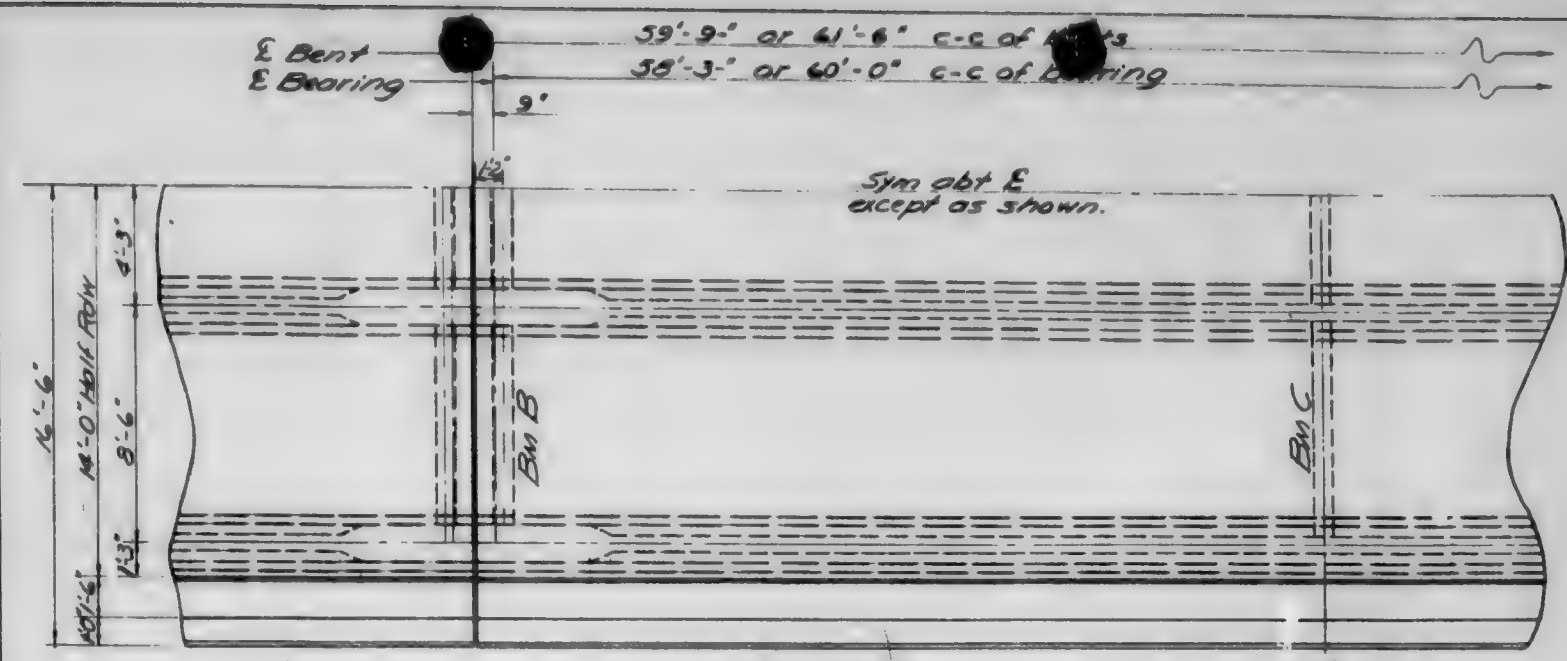
FIG IV



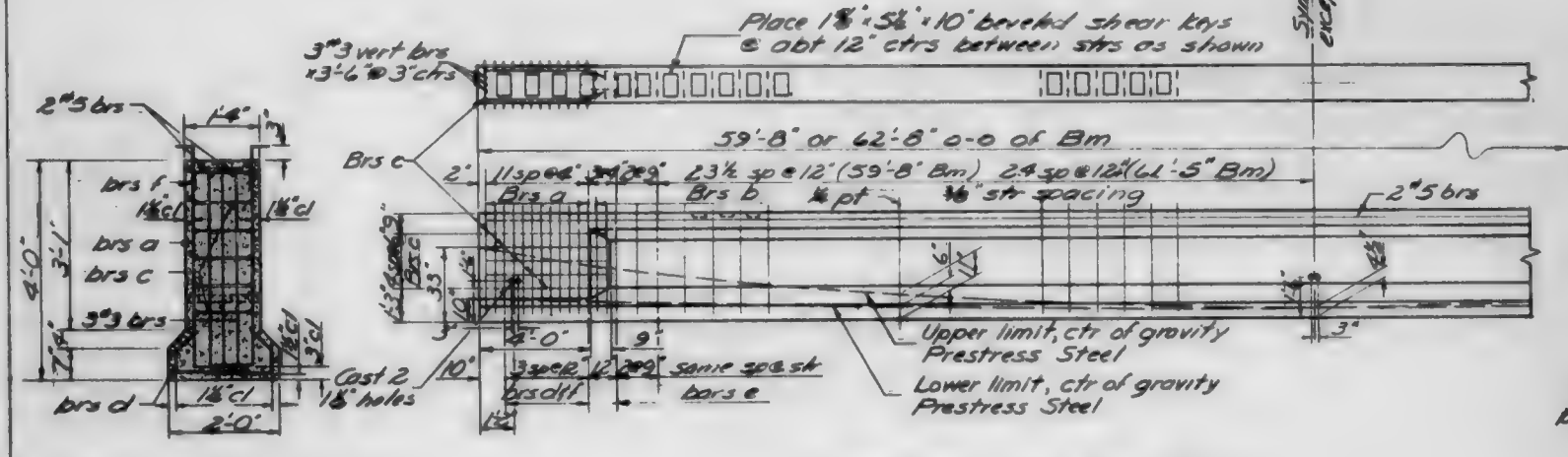


CLEARANCE DIAGRAM FOR
FUTURE MARINE DRIVE DEVELOPMENT
Scale 1"=20'-0"

OREGON
STATE HIGHWAY COMMISSION
COLUMBIA RIVER BRIDGE AT ASTORIA
ASTORIA APPROACH
DEVELOPED ELEVATION
CLATSOP COUNTY
BRIDGE N° 7949 Scale Noted JAN 23, 58
LLN DRWG N° 7949-F



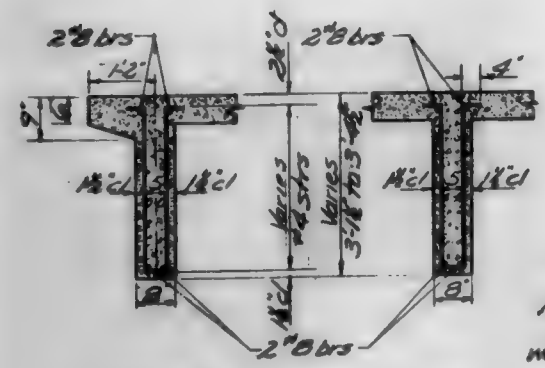
HALF PLAN
PRESTRESSED BMS - CAST IN PLACE DECK
Scale ¼"=1'-0"



END BLOCK SECTION
Scale ½"=1'-0"

PRESTRESSED BM ELEV
Scale ¼"=1'-0"

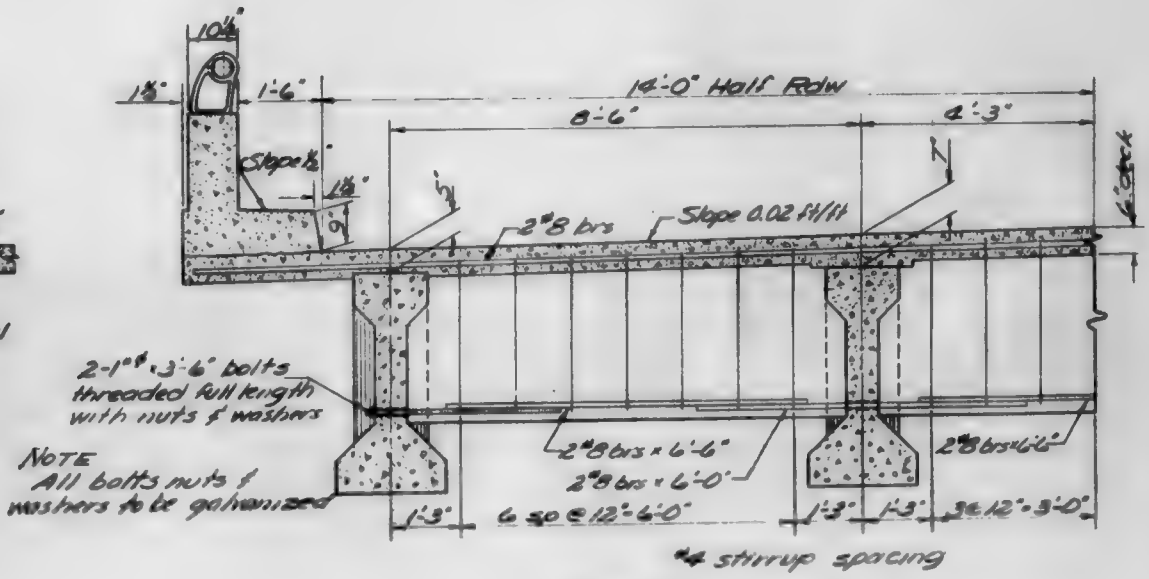
PRESTRESSED BM SECTION
Scale ½"=1'-0"



Scale ½"=1'-0"

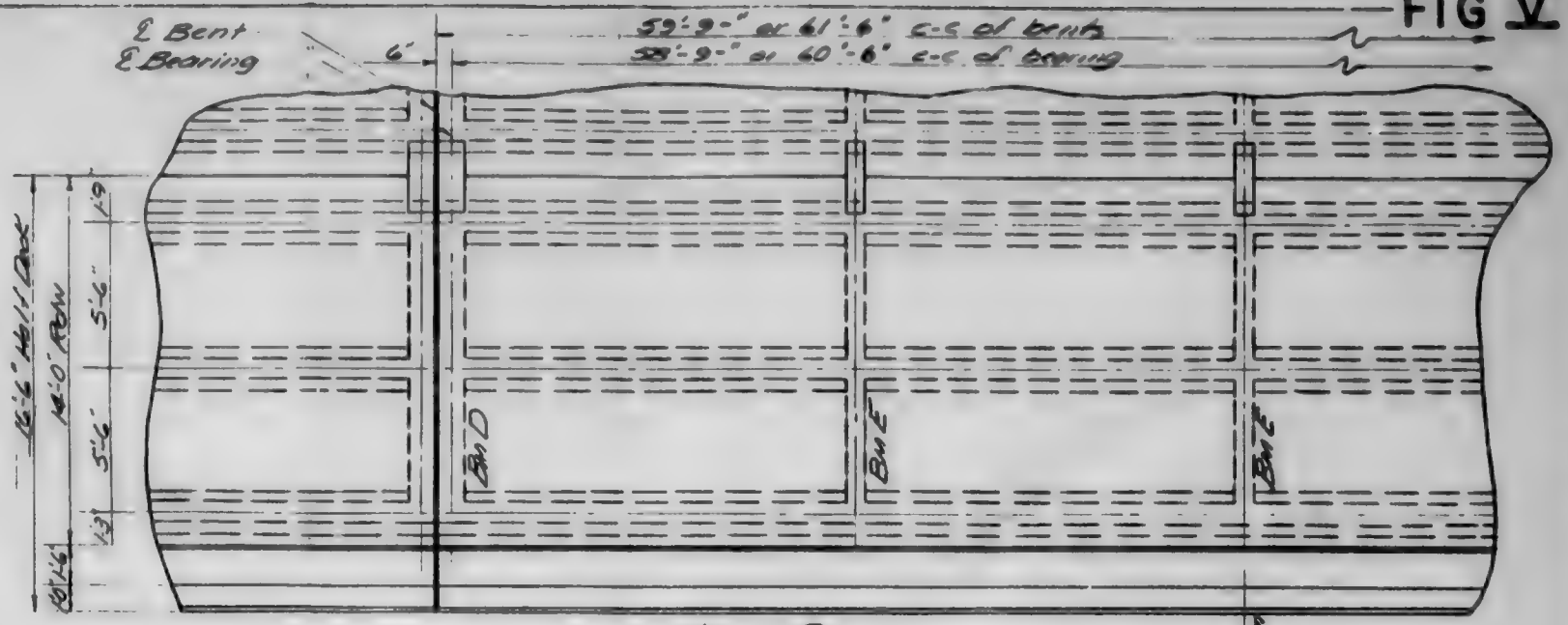
PRESTRESS DATA

Beam Length	Beam Weight	Prestress Force Initial max	Prestress Force Final min
59'-8"	200 Tons	625 K	480 K
61'-5"	210 Tons	675 K	520 K



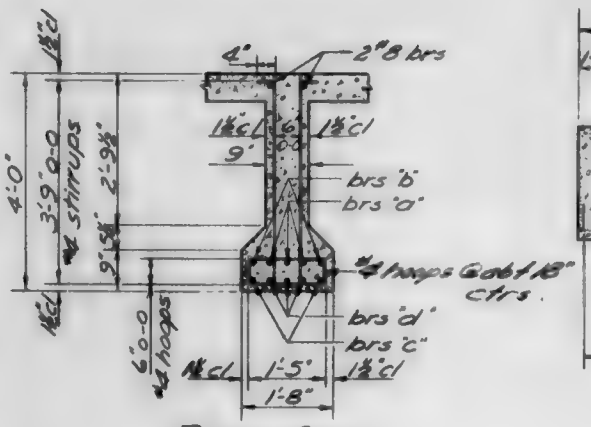
DECK SECTION
PRESTRESSED BMS - CAST IN PLACE DECK
Scale ½"=1'-0"

FIG V

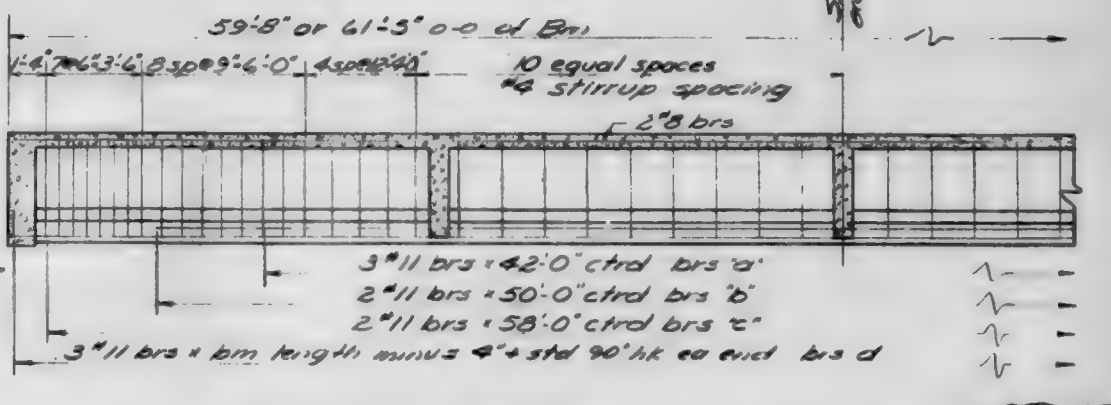


HALF PLAN
REIN CONC - PRECAST - HALF DECK SECTION
Scale ½" = 1'-0"

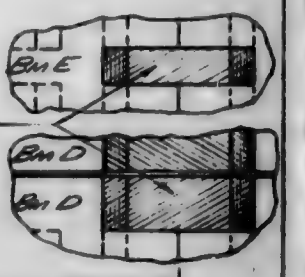
STRESSED
SECTION
Scale ½" = 1'-0"

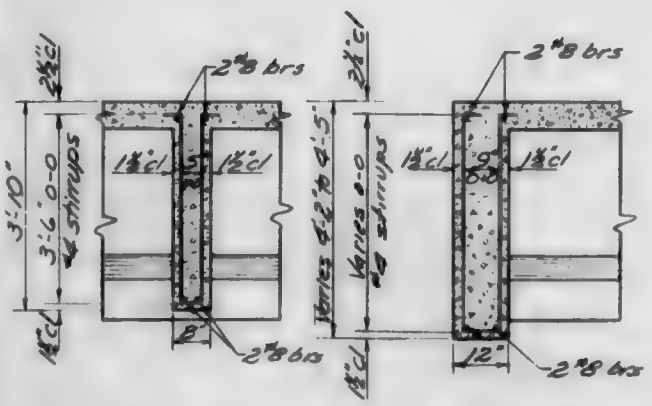


REIN CONC
BM SECTION
Scale ½" = 1'-0"

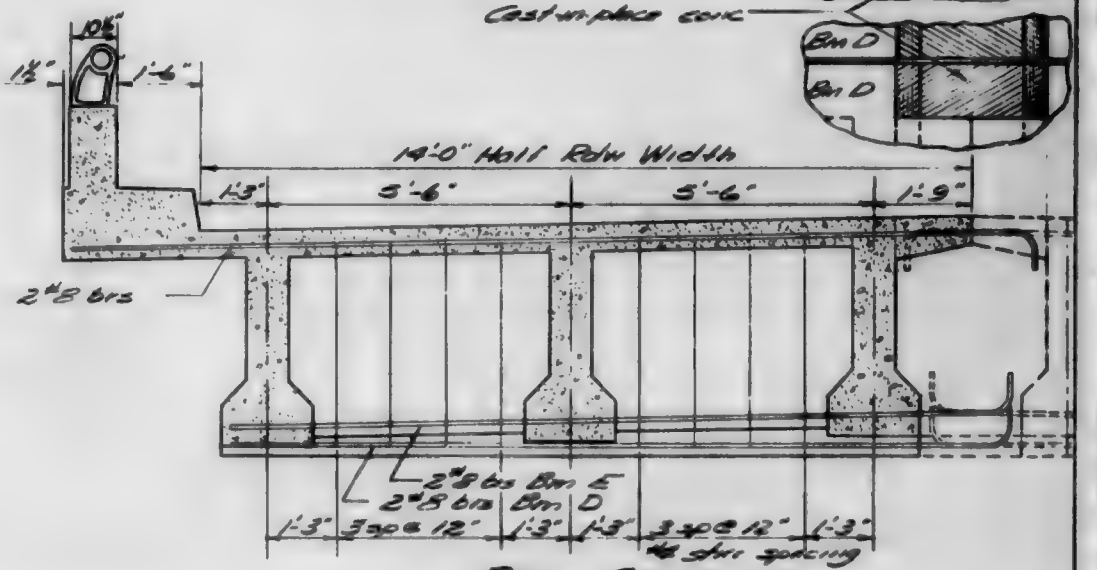

59'-8" or 61'-3" c-c of Brs
1'-4"
3'-6"
3 spc @ 9'-6" = 28'-6"
4 spc @ 8'-0" = 32'-0"
10 equal spaces
#4 stirrup spacing
2"ø brs
3" 11 brs x 42'-0" ctrd brs "a"
2" 11 brs x 50'-0" ctrd brs "b"
2" 11 brs x 58'-0" ctrd brs "c"
3" 11 brs x bm length minus 4" + std 90° hk ea end brs d

REIN CONC BM ELEV
Scale ½" = 1'-0"





BM E BM D
Scale ½" = 1'-0"



DECK SECTION
REIN CONC - PRECAST - HALF DECK SECTION

SPAN WTS.
HALF DECK SECTION
59'-8" span 109.2 Ton
61'-5" span 114.5 Ton

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE ½" = 1'-0"
SHOULD BE READ ¼" = 1'-0"

COLUMBIA RIVER BRIDGE @ ASTORIA
VIADUCT SPANS 59'-9" or 61'-6"
CLATSOP COUNTY
BRIDGE #7949

Date: 4/15/32
Drawn by: J.M.T.
Dwg No:

87' Rad

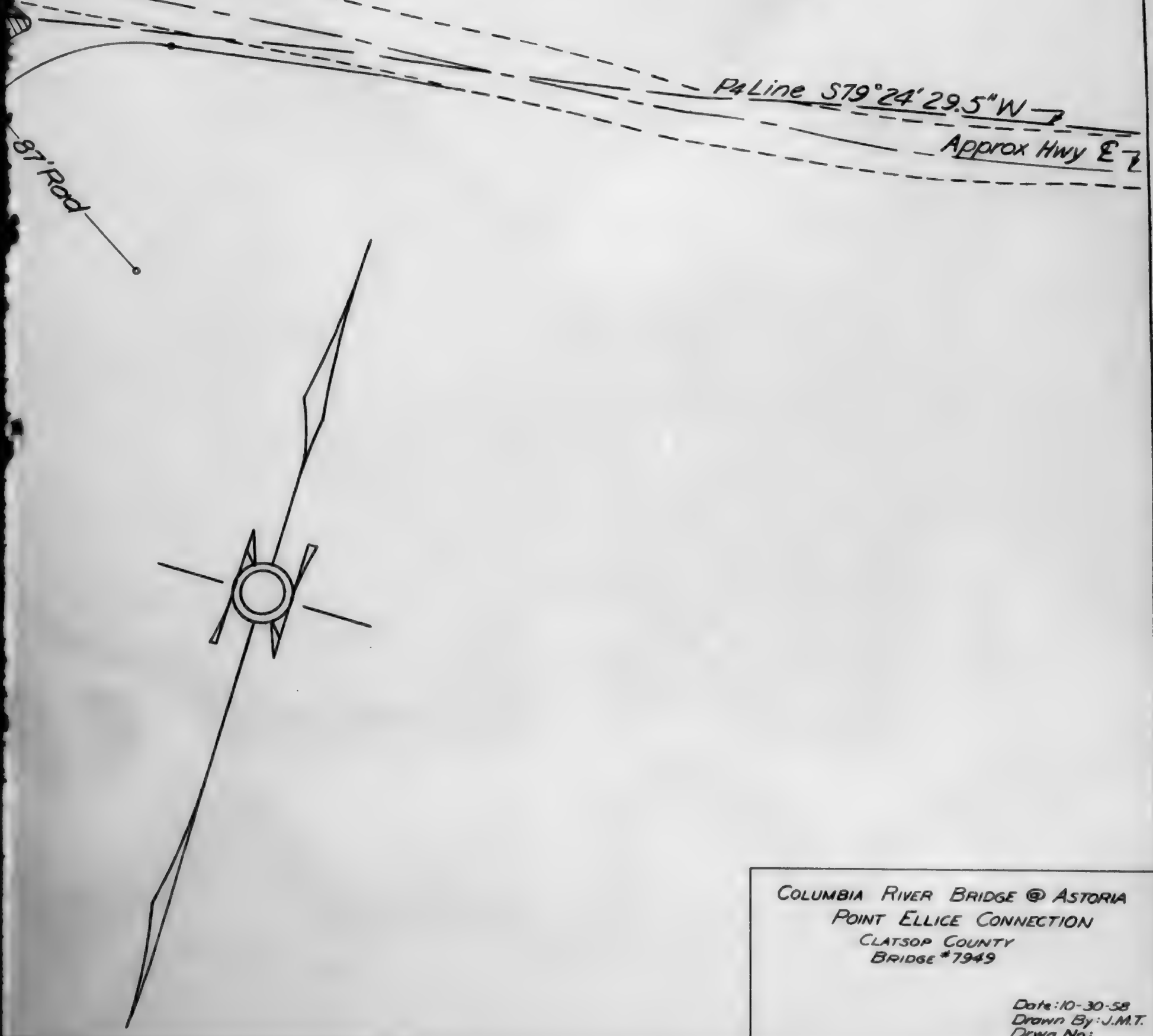
S17°02'E

TO ASTORIA

146' Rad

P4 Line N85°40'45.5"W

FIG VI



COLUMBIA RIVER BRIDGE @ ASTORIA
POINT ELLICE CONNECTION
CLATSOP COUNTY
BRIDGE #7949

Date: 10-30-58
Drawn By: J.M.T.
Drwg No:

F-003-1(16) Astoria Br. Steel Super- 1963
structure, Columbia River Br.
#6268 Folder # 3

C&A 1880

RECEIVED
JAN 7 - 1959
FOR FILING

F-1[illegible]

Salem, Oregon
December 31, 1958

Mr. W. C. Williams

Herewith copy of a review by our Traffic Division of the Coverdale and Colpitts report on anticipated traffic across the Columbia River at Astoria.

You will note that, in general, we endorse the last report of Coverdale and Colpitts. Their report now is slightly more conservative than our analysis of the original report. This is primarily in the assumption of a 2 percent annual increase in traffic; whereas, in our comment on the original report we had suggested 3 percent. The original Coverdale and Colpitts report was based upon 5 percent in annual increase.

If this analysis is to be given any circulation, I would suggest that the last two paragraphs be completely eliminated. I do not believe that we should get into any recommendations as to financing the project as this should be a function of the legislature.

I would also change the last four words of the third paragraph from the last to substitute "not feasible" for "out of the question".

G. S. Paxson

GSP:ae

Enclosure

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
December, 1958

REVIEW OF NOVEMBER 28, 1958, REPORT ON TRAFFIC, REVENUES AND EXPENSES FOR THE PROPOSED COLUMBIA RIVER BRIDGE AT ASTORIA, OREGON AND POINT ELLICE, WASHINGTON

By Coverdale and Colpitts

The following briefly discusses the adequacy and reasonableness of traffic and revenue estimates made for the proposed Columbia River Bridge at Astoria by Coverdale and Colpitts in their report of November 28, 1958. Comments are also made with respect to certain conclusions and proposals of Coverdale and Colpitts pertaining to the financial feasibility of the project as presently envisioned.

Traffic Analysis

The 1958 Origin-Destination data were taken at three stations as shown on the Frontispiece. Interviews were conducted on Saturday, Sunday and Monday at two stations, and on Tuesday at the other station (US26, east of US101). Almost all of the traffic passing the interview station was interviewed. It is believed that the O-D Survey was highly adequate.

These data were processed with IBM equipment and expanded to annual traffic based on recorder-count data (See tabulation opposite page 4). Data for the fourth station, the Longview Bridge, were based on 1954 O-D data expanded to 1958, and are shown on page 16.

The travel-time data were determined for principal trips and this information, evaluated with reference to probable toll differentials between the proposed bridge and the existing Interstate and Longview Toll Bridges, was used in assigning divertable traffic to the proposed facility (See page

16). It will be noted that the entire volume of Astoria-Megler Ferry Traffic (125,000 vehicles annually) plus an additional 25,000 vehicles annually from other Columbia River crossings has been assigned to the proposed facility. These assignments appear to be very realistic.

In developing their traffic projection Coverdale and Colpitts assumed that the base diverted traffic of 152,000 vehicles annually would increase at the rate of two percent compounded annually until 1964, the presumed date at which the bridge would be opened. Their estimate of generated (induced) traffic is 25 percent for the first year of bridge operation with an additional ten percent the second year and no additional amounts thereafter. Normal growth after 1964 is assumed at the rate of two percent compounded annually for the entire 30-year period of the projection. These data and the resulting projected traffic volumes are shown in the following tabulation:

COVERDALE AND COLPITTS ESTIMATES
BASED ON 1958 DATA

Year (a)	Diverted (b)	Generated Growth Factor (c)	Normal Growth Factor - 2% (d)	Projected Traffic (b x c x d) (e)
1958	152,000	Bridge opens in 1964		
1964	152,000	1.25	1.1262	214,000
1965	152,000	1.35	1.1487	235,000
1966	152,000	1.35	1.1717	240,000
1967	152,000	1.35	1.1951	245,000
1968	152,000	1.35	1.2190	250,000
1969	152,000	1.35	1.2434	255,000
1970	152,000	1.35	1.2682	260,000
1971	152,000	1.35	1.2936	265,000
1972	152,000	1.35	1.3195	270,000
1973	152,000	1.35	1.3459	275,000
1974	152,000	1.35	1.3728	280,000
1994	152,000	1.35	2.0399	415,000

The estimates of induced traffic used by Coverdale and Colpitts in their traffic forecasts--25 percent the first year and 10 percent the second

year, for a total generation of 35 percent of base diverted traffic--appear to be well in line with what has been experienced elsewhere. (See page 17) While the proposed bridge will offer a very substantial improvement to existing facilities, the deterent effects of the appreciable toll schedules ($1.75 for passenger cars and correspondingly higher tolls for trucks) must also be considered. In view of these two factors the 35 percent generation estimate is quite reasonable.

Although the two percent annual growth rate proposed in this study appears unduly conservative at first glance, population and traffic trends in the area tributary to the proposed bridge will not support a more optimistic figure. The level of economic activity in Clatsop County has declined quite noticeably in recent years. Average employment by private industry in the County has declined 14.4 percent and population 8.5 percent since 1950 with the greater part of the loss having occurred since 1956. Population and employment trends for Clatsop County and Astoria are shown in the following table:

POPULATION AND EMPLOYMENT TRENDS
ASTORIA AND CLATSOP COUNTY

	1950	1955	1956	1957	1958
Clatsop County					
Population 1/	30,776	30,760	31,020	29,390	28,140
Ave. Employment 2/					
Total	6,186	5,558	5,875	5,330	5,200 est.
Manufacturing	3,570	3,147	3,118	2,607	2,600 est.
Astoria					
Population 1/	12,331	12,331	12,331	12,331	12,000

1/ Population for 1950 is from U. S. Census; estimates for years 1955 through 1958 are by the Oregon State Board of Census.

2/ Oregon State Unemployment Compensation Commission; Excludes employees of State, Federal and local government.

It might be well to point out that the State Highway Department, in the 210 Study, used a 20-year traffic-expansion factor of 2.0 (1955-1975) for Federal-Aid Primary Highways in the northern coastal area (Clatsop, Columbia, Tillamook and Lincoln Counties). This total expansion factor was the product of a normal-growth projection of 75 percent and a 15-percent increase due to generation and development--the latter assumed in view of highway improvements anticipated for the Federal Aid Primary System within the 20-year-projection period.

The 75-percent normal-growth projection developed for the Section 210 Study was based on trend data through 1956 and was the average for the Northern Oregon coastal area. It is equivalent to a growth three percent compounded annually and contrasts with the two-percent annual-growth projection assumed by Coverdale and Colpitts in their traffic forecasts for the proposed bridge. In view of recent trends in the economy of Clatsop County and the lack of any factors to indicate a recovery and a resumption of growth within the near future, the lower-growth projection appears much more realistic. With little growth to be expected from local traffic at least within the near future, most of the traffic growth anticipated for the bridge must come from through traffic.

Looking at the long-term prospects, the principal resource of the area is in its timber-growing potential. The original stands of timber have been almost entirely cut off or burned and the new growth will not mature in quantity for several decades at least. Until this time, appreciable economic growth in the area cannot be looked for unless it occurs as a consequence of some unusual development which can not be foreseen at the present.

Financing

On the basis of their traffic forecasts, Coverdale and Colpitts estimate that during the first 30 years the bridge is open, net revenue will

amount to $8,878,000, or an average of $292,500 per year. To amortize the original cost and meet the interest requirements (5%) for the bond issue of $28,000,000 needed to finance the project, 30 equal annual payments of approximately $1,820,000 each are required. The report concludes (page 24) that a gap of $1,500,000 between net revenues and debt service requirements, "shows clearly that the project is not financially feasible on a normal basis."

Coverdale and Colpitts conclude their report by pointing out on page 25 that their study has confirmed what is already well known to others who have considered this project; that while Clatsop and Pacific Counties stand to benefit greatly from the construction of the proposed bridge, its "revenue potential--project cost relationship: will not support conventional revenue bond financing. Several means of producing a saleable bond issue are proposed in the report for further consideration, but regardless of their effectiveness they would not eliminate the need for substantial subsidy--approximately $1,500,000 per year. In any event, the implication is fairly obvious that without the financial backing of the States of Oregon and Washington in one form or another, the sale of a bond issue for the proposed bridge is not feasible.

It would appear, in light of the findings of the report, that further consideration of the financing of this proposed bridge which assumes a revenue bond sale at five percent interest or better, and at the same time implies a need for subsidization on such a scale that points unmistakably to the need for State support, is basically unrealistic. One cannot escape the conclusion that the financial feasibility of the project depends upon the willingness and ability of the States of Oregon and Washington to commit themselves to financial support through a full-faith obligation bond issue and subsidization by highway user or other funds.

RECEIVED
DEC 26 1958
FOR FILING

December 24, 1958

Oregon State Highway Commission

Gentlemen:

Enclosed is a copy of the construction report on the proposed Astoria bridge across the Columbia River. I have previously sent you a copy of the Edwardale and Colpitts' traffic report.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

GSP:gm:ae

cc to: Mr. G. S. Paxson

RECEIVED
JAN 1 1 1959
FOR FILING

[redacted]

6268

December 23, 1958

Hon. Al Flegel, Chairman
Legislative Highway Interim Committee
Post Office Box 50
Roseburg, Oregon

Dear Mr. Flegel:

I am submitting to you herewith a copy of a report submitted to Mr. Melver by Russell M. Colsell, Chairman of the combined finance committee appointed in the states of Oregon and Washington to study the feasibility of financing the bridge across the Columbia River between Astoria and Ilwaco Point. The original signed copy of this report was submitted direct to Mr. Melver, and the copy I am sending to you is a photocopy of the copy submitted to me and does not contain the signature of Chairman Colsell.

This report, of course, ties in directly and basically with the report submitted by the Oregon and Washington Highway Commissions which sets forth cost data, et cetera, and the report of Ceverdale & Colpitts. All three reports must necessarily be considered together in arriving at the final recommendations. We are making no release to the press as of this time, and it is my opinion that no such release should be made until all three reports have been correlated and a resulting determination made therefrom.

If it should be your pleasure that I furnish additional information or meet with you to further discuss this matter, I shall be available upon your request.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

Enclosure

[redacted]

RECEIVED
JAN 11 1959
FOR FILING

Coast
Bridges
Astoria

626

December 23, 1958

Hon. Al Flegel, Chairman
Legislative Highway Interim Committee
Post Office Box 50
Roseburg, Oregon

Dear Mr. Flegel:

I am submitting to you herewith a copy of a report submitted to Mr. McIver by Russell M. Colsell, Chairman of the combined finance committee appointed in the states of Oregon and Washington to study the feasibility of financing the bridge across the Columbia River between Astoria and Miller Point. The original signed copy of this report was submitted direct to Mr. McIver, and the copy I am sending to you is a photocopy of the copy submitted to me and does not contain the signature of Chairman Colsell.

This report, of course, ties in directly and basically with the report submitted by the Oregon and Washington Highway Commissions which sets forth cost data, et cetera, and the report of Coverdale & Colpitts. All three reports must necessarily be considered together in arriving at the final recommendations. We are making no release to the press as of this time, and it is my opinion that no such release should be made until all three reports have been correlated and a resulting determination made therefrom.

If it should be your pleasure that I furnish additional information or meet with you to further discuss this matter, I shall be available upon your request.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

Enclosure

cc Commissioners
Mr. Forrest Cooper
Mr. G. H. Mason

The FIRST National Bank of Oregon
PORTLAND

HEAD OFFICE • S. W. 5TH, 6TH AVENUES AT STARK STREET, P. O. BOX 3457, PORTLAND 8, OREGON

December 22, 1958

Mr. M. K. McIver, Chairman,
Oregon State Highway Commission,
225 S. W. Broadway,
Portland 5, Oregon.

Dear Mr. McIver:

This is a report of the advisory committee appointed to assist the Oregon State Highway Commission in its study of the financing of a proposed bridge across the Columbia River at Astoria.

In preparing this study, the committee had before them a report of Coverdale and Colpitts Consulting Engineers, dated March, 1955, as well as later findings by this firm, dated November 28, 1958. We refer you to these two documents in conjunction with the conclusions of this committee.

As to the estimated cost of this project, we used the figures furnished by Mr. Williams, State of Oregon Highway Engineer, in his letter of July 17, 1958 to the committee. Quoting from this letter: "We estimate that the total construction cost, including rights of way and allowances for engineering and construction contingencies, will be $24,000,000. We estimate that a construction period of three years from the time of entering into the construction contract until traffic can use the structure will be required."

The following means of financing the proposed bridge were discussed by the committee:

1. Revenue bonds, secured by pledge of the revenues from the bridge tolls
   The anticipated revenues are not sufficient to permit the issuance of revenue bonds in an amount large enough to finance the bridge. Based on the estimated traffic, revenue bonds could be issued only in an amount not greater than 10% of the cost of the bridge.

2. General Obligation bonds of the State of Oregon in conjunction with State of Washington Toll Bridge Authority bonds

Based on the present cost of financing, bonds under this heading and maturing serially over approximately forty years would require a subsidy in excess of $1,000,000 a year.

3. A combination of above plans

On account of the meager revenue anticipated in relation to the cost of the structure, the annual subsidy necessary would likewise approximate $1,000,000 a year.

In conclusion, your committee is of the unanimous opinion:

1. It would be impossible to sell revenue bonds in sufficient quantity to build the bridge.

2. Any practical form of financing would entail a subsidy of approximately $1,000,000 a year.

Very truly yours,

Ernest Minor, Executive Secretary
Washington State Finance Committee
Olympia, Washington

Wesley G. Schelke, Assistant
Vice President
Seattle-First National Bank
Second Avenue at Columbia Street
Seattle 4, Washington

Archie McLean
c/o McLean & Company, Inc.
772 Commerce Street
Tacoma, Washington

George W. Marshall
c/o Foster & Marshall
820 Second Avenue
Seattle 4, Washington

c c D. B. Hedges
Executive Secretary
Washington Toll Bridge Authority
Olympia, Washington

W. C. Williams
State Highway Engineer
Salem, Oregon

Fred Paulus
Deputy State Treasurer
Salem, Oregon

Fred G. Johnson, Vice President
United States National Bank
S. W. Sixth & Stark Streets
Portland, Oregon

Robert Hall, Vice President
Blyth & Co., Inc.
Pacific Building
Portland, Oregon

By: Chairman

Russell M. Colwell, Vice President
The First National Bank of Oregon
S. W. Sixth & Stark Streets
Portland, Oregon

RECEIVED
DEC 22 1958
FOR FILING
F-[illegible]-1(1)
SIG UNANDER
State Treasurer
12/22/58

State of Oregon

Treasury Department
Salem
December 19, 1958.

NOTED
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Mr. Russell M. Colwell, Vice President,
The First National Bank of Oregon,
P. O. Box 3457,
Portland 8, Oregon.

Dear Russell:

COPY

I return herewith, approved, one copy of your letter dated December 15, 1958, to Mr. M. K. McIver, Chairman of the Oregon State Highway Commission, upon the subject of the proposed interstate bridge at Astoria, Oregon.

While the estimated revenues of the proposed bridge, discounted 10 per cent, might justify a revenue bond issue of more than 10 per cent of $28,000,000, I feel that as a matter of conservatism the percentage figure of 10 per cent of the sum mentioned, as the amount of a 5 per cent revenue bond issue, is the safer figure to approve.

Very truly yours,

SIG UNANDER, State Treasurer,

By Fred H. Paulus
Deputy.

FHP:cpm
Enclosure

bc: Mr. W. C. Williams,
State Highway Engineer.

RECEIVED
DEC 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1958
FOR FILING

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

12-02-7(16)
G361

December 2, 1958

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glen S. Paxson
Assistant State Highway Engineer

Gentlemen:

I am transmitting herewith five copies of the Coverdale & Colpitts report on traffic, revenues and expenses for the proposed Columbia River Bridge between Astoria, Oregon and Megler, Washington. I am taking the liberty of forwarding copies directly to each member of the Financial Advisory Committee for both States of Oregon and Washington.

I am extremely sorry that the reports were not received at an earlier date; however, we just received a small shipment this morning by air express. The balance of the copies are coming by regular express and as soon as they are received, we will transmit the required supply of the reports to you.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Mr. W. A. Bugge

RECEIVED
DEC - 3 1958
STATE HIGHWAY COMMISSION

ROUTED

RECEIVED
NOV 13 1958
FOR FILING

DETAILED COST ESTIMATE
COLUMBIA RIVER BRIDGE
ASTORIA - POINT ELLICE

NOVEMBER 1958

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
Washington Approach Sta. 115+96.00 to 118+21.00	1-45' Span & 3-60' Spans	225 Lin.Ft.	$ 333.00	$ 74,925.00
	Grading & Paving	Lump Sum	-	85,000.00
			SUBTOTAL -	$ 159,925.00
North Channel Sta. 118+21.00 to 160+87.00	Struct Steel in Truss and Plate Girder Spans:			
	Carbon	2,151,600 Lbs.	$ 0.29	$ 623,964.00
	L.A.	3,154,815 Lbs.	0.31	977,993.00
	"T"	1,411,227 Lbs.	0.40	564,491.00
	Deck Concrete (Lt.Wt.)	3,380 Cu. Yards	85.00	287,300.00
	Reinforcing (Deck)	598,752 Lbs.	0.13	77,838.00
	Handrail	8,532 Lin.Ft.	6.00	51,192.00
	Bearing Assemblies	Lump Sum	-	43,200.00
			SUPERSTRUCTURE SUBTOTAL -	$2,625,978.00
	Excavation	17,175 Cu.Yds.	$ 6.00	103,050.00
	Piling (Untreated)	2,044 Only	150.00	306,600.00
	Class "A" Concrete	5,916 Cu.Yds.	70.00	414,120.00
	Tremie Concrete	21,254 Cu.Yds.	35.00	743,890.00
	Precast Shell Concrete	2,900 Cu.Yds.	150.00	435,000.00
	Reinforcing	1,914,000 Lbs.	0.13	248,820.00
			SUBSTRUCTURE SUBTOTAL -	$2,251,480.00
Viaduct Sta. 160+87.00 to 267+21.50	Class "A" Concrete	19,262 Cu.Yds.	80.00	1,540,960.00
	Metal Reinforcement	4,289,330 Lbs.	0.13	557,613.00
	Handrail	21,360 Lin.Ft.	6.00	128,160.00
			SUPERSTRUCTURE SUBTOTAL -	$2,226,733.00
	Prestress Piling	77,600 Lin.Ft.	10.00	776,000.00
	Drive Prestress Piles	776 Only	130.00	100,880.00
	Class "A" Concrete	2,791 Cu.Yds.	75.00	209,325.00
	Reinforcing	563,125 Lbs.	0.13	73,206.00
			SUBSTRUCTURE SUBTOTAL	$1,159,411.00

Columbia River Bridge at Astoria - Continued

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
South Channel Sta. 267+21.50 to 318+97.17	Struct. Steel in Deck Trusses and Plate Girders:			
	Carbon	1,143,000 Lbs.	.29	$ 331,470.00
	L.A.	2,060,794 Lbs.	.31	638,846.00
	"T"			247,597.00
	Struct. Steel in 602-1204-602 Cantilever Trusses:			
	Carbon			2,566,613.00
	L.A.			1,320,356.00
	"T"			1,193,489.00
	Deck Concrete (Lt.Wt.)	3,760 Cu.Yds.	85.00	319,600.00
	Reinforcing	999,350 Lbs.	.13	129,915.00
	Class "A" (RCBG)		100.00	109,000.00
	Handrail	10,296 Lin.Ft.	6.00	61,776.00
	Bearing Assemblies			25,800.00
	Navigation Lts.			15,000.00
	Travel Maint. Platform			67,000.00
	Ladders & Inspection Walkways			30,000.00
		SUPERSTRUCTURE SUBTOTAL		$7,056,462.00
	Shoring & Cribbing	Lump Sum		125,000.00
	Excavation	20,787 Cu.Yds.	6.00	124,722.00
	Furnish Timber Piling(Untreat)	131,676 Lin.Ft.	1.00	131,676.00
	Drive Timber Piling (Untr.)	1,880 Only	80.00	150,400.00
	Furnish Timber Piling(Treated)			90,000.00
	Drive Timber Piling(Treated)			45,000.00
	Furnish 14 BP 73#	29,430 Lin.Ft.	8.00	235,440.00
	Drive 14 BP 73#	610 Only	120.00	73,200.00
	Class "A" Concrete (Piers)	16,463 Cu.Yds.	70.00	1,152,470.00
	Seal Concrete	1,304 Cu.Yds.	35.00	45,640.00
	Tremi Concrete	15,464 Cu.Yds.	35.00	541,240.00
	Precast Shell Concrete	2,262 Cu. Yds.	150.00	339,300.00
	Reinforcing	3,920,371 Lbs.	.13	509,648.00
	Struc. Steel in Towers:			
	Carbon	699,148 Lbs.	.32	223,727.00
	L.A.	346,925 Lbs.	.35	121,424.00
	"T"	213,184 Lbs.	.44	93,801.00
	Treated Lumber	548 M-BM	350.00	191,800.00
		SUBSTRUCTURE SUBTOTAL		$4,194,428.00
Astoria Approach Sta. 318+9717 to 338+40	Class "A" Concrete(Deck)	1,084 Cu. Yds.	78.00	84,552.00
	Prestress Beams	4,674 Lin.Ft.	25.00	116,850.00
	Reinforcing	201,769 Lbs.	.13	26,230.00

Columbia River Bridge at Astoria - Continued

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
Astoria Approach Sta. 318+97.17 to 338+40	Handrail	2,316 Lin. Ft.	6.00	13,896.00
	Furnish Prestress Piling	8,892 Lin. Ft.	10.00	88,920.00
	Drive Prestress Piling	76 Only	130.00	9,880.00
	Class "A" Concrete (Caps)	266 Cu. Yds.	75.00	19,950.00
	Reinforcing	60,400 Lbs.	0.13	7,852.00
	Viaduct 330+66 to 332+26	160 Lin. Ft.	375.00	60,000.00
	Toll House Facilities	Lump Sum		8,000.00
	Grading and Paving	Lump Sum		145,000.00
			SUBTOTAL	$ 581,130.00
			ESTIMATED CONTRACT TOTAL	20,255,547.00
			R.W. COSTS	500,000.00
				20,755,547.00
			+12½% (ENGR. & CONTINGENCIES)	2,594,443.00
			ESTIMATED TOTAL COST	$23,349,990.00

FORM E-30 25M 9-61 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1958

SUBJECT: Columbia River Bridge No. 7949
at Astoria

To:
Mr. Ivan D. Merchant
Bridge Engineer

D E P A R T M E N T

The estimated contract price for that portion of the structure between Stas. 269+66 and 318+97.17 is $10,122,239.00 for a conventional three span suspension bridge in place of the cantilever trusses. This figure is in comparison with the $10,853,139.00 shown on the cost summary sheet for the cantilever trusses.

Attached is a detailed summary.

Leonard L. Wallace

Leonard L. Wallace
Preliminary Plans Engineer

LLW/kcm

Enc.

NOTED
G. S. PAXSON

COLUMBIA RIVER BRIDGE AT ASTORIA

STRUCTURE BETWEEN STAS. 269+66 & 318+97.17

522-1204552 SUSPENSION SPANS

1. COST SUMMARY

CALCULATIONS BY: L. L. WALLACE
OCTOBER 2, 1958

LOCATION	ITEM	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
South Channel Sta. 269+66 to 318+97.17	Plate Girders	138,258.00	106,545.00	244,803.00
	Deck Trusses	1,070,139.00	519,118.00	1,589,257.00
	Anchors		1,477,430.00	1,477,430.00
	Suspension Spans	3,690,858.00	1,863,500.00	5,554,358.00
	Navigation Lights	15,000.00		15,000.00
	Traveling Maint. Platform	67,000.00		67,000.00
	Ladders & Inspec. Walkways	30,000.00		30,000.00
	Pier Fenders		326,800.00	326,800.00
	North Anchor Protection		214,000.00	214,000.00
	R.C. Box Girders	159,004.00	201,780.00	360,784.00
	Deck Truss	242,807.00		242,807.00
				$10,122,239.00
			SUB-TOTAL	

2. DETAILED COST SUMMARY

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
South Channel Sta. 269+66 to 318+97.17	Structural Steel in Trusses & Plate Girders:			
	Carbon	1,180,850 lbs.	0.29	342,446.50
	L.A.	7,023,821 lbs.	0.31	2,177,384.52
	"T1"	654,305 lbs.	0.40	261,722.00
	Cables & Suspenders	2,296,000 lbs.	0.80	1,836,800.00
	Deck Concrete (Lt.Wt.)	3,220.3 cu.yds.	85.00	273,725.50
	Class "A" Conc.(RCBG)	1,090. cu.yds.	100.00	109,000.00
	Reinforcing(Superstructure)	881,296.lbs.	0.13	114,568.48
	Handrail(Alum.Pipe)	9,822 Lin.Ft.	6.00	58,932.00
	3' wide x 5" deep steel Grating	4,616 Lin.Ft.	22.00	101,552.00
	Bearing Assemblies	Lump Sum	-	24,935.00
	Navigation Lts.	Lump Sum	-	15,000.00
	Traveling Maint.-Platform	Lump Sum	-	67,000.00
	Ladders & Inspec.-walkways	Lump Sum		30,000.00
		SUPER-STRUCTURE SUB-TOTAL		$5,413,066.00

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
	Excavation	8,036 cu.yds.	6.00	48,216.00
	Piling(Untr.timber)	2,253	150.00	337,950.00
	Class"A" Concrete(Piers)	11,163 cu. yds.	70.00	781,410.00
	Anchor Block Concrete	29,910 cu. yds.	40.00	1,196,400.00
	Precast shell concrete	708 cu. yds.	150.00	106,200.00
	Tremie concrete	5,512 cu. yds.	35.00	192,920.00
	Reinforcing(substructure)	2,655,974 lbs.	.13	345,277.00
	Struct. Carbon tower steel	4,000,000 lbs.	.29	1,160,000.00
	Pier Fenders	Lump Sum		326,800.00
	North Anchor Protection	Lump Sum		214,000.00
			SUBSTRUCTURE SUB-TOTAL	$4,709,173.00

HOLE #1
7/13/54

0.0 Ground 11:55

Sand

59.0

Sand

68.9 12:00

No bottom
Casing & Jet

HOLE #2
7/13/54

+1.4 Ground
0.0 2:30

Sand

64.6 2:35

No bottom
Case & Jet

HOLE #4
7/14/54

0.2

Water

11.9 9:30

Sand

Sample 23.7

Sand

Sample 53.9

Sand

69.2 9:37

No bottom
Casing Jet

HOLE #5
7/14/54

0.2

Water

13.6 12:55

Sand

Sample 41.6

Sand

Sample 67.6 1:06

No bottom
Case & Jet

HOLE #6
7/14/54

0.0

Water

21.0 3:01

Sand

Sample 41.0

Sand

Sample 65.0

75.0 3:08

No bottom
Casing & Jet

HOLE #8
7/15/54

0.0

Water

70.2 10:05

Sand

140.6 10:10

No bottom
Jet only

E *8
/54

Water

10:05

Sand

10:10
ottom
only

HOLE *9
7/26/54

0.0

Water

756 9:32

Sand

Sample 976 234 Jet plate 240 outside of casing

Jet tip
1626 plugged
16:16 Hose broke
Shale
1742 10:00

To Refusal
Casing to 976
Jet to 174.2

HOLE *10
7/15/54

0.0

Water

629 11:35

Sand

729

Clay

1229 11:42

To Refusal
Jet Only
Black Clay on Couplings

HOLE *10
7/22/54

0.0

Water

639 11:15

Sand

Sample 91.9

Sand

Jet 1369 11:47

Shale or rock

To Refusal casing to 91.9
Jet outside to 136.9
Dangerous ground
swell.

HOLE *11
7/15/54

0.0

Water

266 1:30

Sand

509

Clay

803 1:37
Shale

To Refusal
Jet only

HOLE *11A
7/15/54

0.0

Water

18.5 2:00

Soft

32.5

Clay

74.5 2:06

Shale

To Refusal
Jet only
Black clay on Jet

HOL
7/2

0.0

11

Sample
49.4

621
629
646
671
694
10.4

Casing
Drill

HOLE #B
7/28/54

0.0
4.4 Water 9:12
See Sample
Sand & Clay
Sample 49.4
9:50 Rock
10:21-1030 "
10:35-11 35 "
10 36 - 11:55 "
11 43 - 12:50 "
1/2 1:30 - 1:38 "
Sand
62.4
62.9
64.6
67.1
69.4
70.4
Casing to 62.4
Drill to 70.4

HOLE #24
7/20/54

0.0
Water
25.7 30.5
Sand
Sample 75.7
Sand
Sample 95.7
Sand
105.7 3:10
No bottom
Casing & Jet

HOLE #23
7/20/54

0.0
Water
27.9 10:42
Sand
Sample 77.9
Sand
Sample 107.9
117.9 10:52
No bottom
Casing & Jet

Hole #22
7/20/54

0.0
Water
40.3 12:38
Sand
Sample 76.3
Sand
Sample 100.3
Sand
110.3 12:44
No bottom
Casing & Jet

HOLE #21
7/20/54

0.0
Water
39.9 1:52
Sand
Sample 77.9
Sand
Sample 97.9
Sand
107.9 1:56
No bottom
Casing & Jet

HOLE #20
7/19/54

0.0
Water
40.3 3:15
Sand
25.3
Sand
143.3 3:45
No bottom
Casing to 75.3
Jet only to 143

Hole #20
7/19/54

0.0

Water

40.3 — 3:15

Sand

5.3

Sand

1433 — 3:45

to bottom

asing to 35.3

et only to 1433

Hole #20A
7/27/54

0.0

Water

49.4 — 8:48

Sand

Sample

95.7 — 8:58 Pulled 9:05 Jet

Strata Hard & Soft

1277 — 9:16

No Refusal

Casing to 92.8

Jet only to 1577

Hole #20B
7/27/54

0.0

Water

56.3 — 9:31

Sand

Sample

98.3 — 9:34 Pulled 9:46 Jet

Strata Hard & Soft

1163 — 9:59

To Refusal

Casing to 99.3

Jet only 156.3

Hole #18
7/21/54

0.0

Water

49.4 — 1:28

Sand

Sample

81.4

Sand

Sample

99.4

Sand

1574 — 1:32

NO bottom

Casing to 99.4

Jet only to 157.4

Hole #18A
7/21/54

0.0

Water

48.7

Sand

Sample

81.7 — 83.7

308

Shale

To Refusal

Casing & Jet

Hole #18B
7/21/54

0.0

Water

18.2

Sand

Sample

76.6

78.2 — 321

C/34

84.2 — 3:33

Shale

To Refusal

Casing & Jet

HOLE #18C
7/21/54

0.0

Water
51.6 3:04

Sand

Sample
79.6

Sand
Sample
87.6
Clay
92.6 3:55
Shale

To Refusal
casing & Jet

HOLE #10
7/19/54

0.0

Water
29.8 10:30

Sand

40.2
Clay or
Shale
Sample
47.8

Sample
57.8 10:40

Hole not finished
Jet broke
Casing & Jet

HOLE #17
7/19/54

0.0

Water
23.3 9:27

Sandy

Sample
50.3

Clay or
Shale

65.3 9:38
To refusal
Casing & Jet

HOLE #17
7/29/54

0.0

Water
28.7

92.7 10:04
No bottom
Casing too short
First jetting
probable fouling
on a boulder.

HOLE #17A
7/29/54

0.0

Water
29.4 10:07

50.4

49.4

Blue Clay
72.0

Casing to 72.0
Jet only to refusal
at 81.4 Casing too
short to drill.

HOLE #1
7/29/5

0.0

Water
28.9 10:4

Clay
75.9 10:18

No bott
Casing to
short to

11:42-10:00

To Refusal
Casing to 21'
Jet to 174.2

HOLE #17B 7/29/54

0.0

Water

28.9 — 10:42

Clay

75.9 — 10:18

No bottom
Casing too
short to drive

HOLE #17C 7/29/54

0.0

Water

14.3 — 11:36

Blue Clay

39.3 — 11:40

Shale

To Refusal
Casing bottom
to drill.
Casing & Jet

HOLE #17D 7/29/54

0.0

Water

20.9 — Blue Clay

41.0

To Refusal
Casing & Jet
Casing too
long to drive

HOLE #17E 7/29/54

0.0

Water

20.9 — 12:50

Blue Clay

44.9 — 12:55

Sample

41.1 — 1:32-1:40 Lun.

47. — 1:49-1:59

49.9 — 2:01-2:12

52. — 2:22-2:30

54.5 — 2:32-2:40

56.9 — 2:50-2:58

Clay & Rock at 46°-50°
Blue shale 47°-57°
Boulders in shale

80.1 — Clay

85.1 — Sample

92.1 — Shale 9:45

To Refusal
Casing & Jet

HOLE #15 7/20/54

0.0

Water

27.1 — 8:30 Sand

28.1 — Crushed boulder

29. — Cut 8" to 10" 10:55

Clay or Shale

52.1 — Sand

Shale

HOLE #15 8/2/54

0.0

Water

28.3 — Sand

31.3 — 9:23

Clay

47.5 — Hard Going Shale

62.5 — 66.5 — Quite Hard

"

77.5

To Refusal
Casing & Jet
Casing too
long to drive

HOLE #15A
8/2/54

0.0

Water

28.3 — 10.31

31.5 — Crust

Shale
Hard
Going

67.5 — 11:04

To Refusal
Casing & Jet
Casing too
long to drill

HOLE #15B
8/2/54

0.0

Water

29.3 — 10:49

31.7

Boulders

44.7

No Refusal
Casing & Jet
Repairing jet

HOLE #15C
8/3/54

0.0

Water

51.0

Sand

63.4

Shale

101.0

No Refusal
Casing & Jet

HOLE #15D
8/3/54

0.0

48.0 — 1:20

50.0 — 1:27 — boulders

53.0

62.0 — 1:33

64.0 — 1:36

66.0 — 1:38

Refusal at 66.0
Casing & Jet

HOLE #12
7/30/54

0.0

Water

60 — 9:20

Clay
Brown
Sandy

530 — 9:30

No bottom
Casing too short
to drill.

HOLE #
7/30/

0.0 — Gr

Cl

18.9

B
S

46.7

50.4

54.7

58.7

62.7

66.7

70.7

Casing
Drill

Jet only 136.3 Jetting to 157.4

HOLE #12A
7/30/54

0.0 Ground
Clay
129
Brown Shale

46.7 11:25
50.4 1:30 Drill, Shale
54.7 1:30 & Small rock
58.7 1:02 Brown Shale
62.7 1:31 Shale
66.7 1:00 Blue Shale
70.7 2:10

Casing to 46.7
Drill 70.7

HOLE #30
8/5/54

0.0 Ground
Brown Shale & Small Rock
15.0
17.0 Boulders
21.0 Soft blue shale
Hard blue shale
30.0

HOLE #31
8/5/54

0.0 Ground
Brown Shale & Small Rock
11.0
14.0 Soft blue Shale
Hard Blue Shale
30.0

HOLE #32
8/5/54

0.0 Ground
Brown Shale
12.0 Soft blue shale
16.0
Hard blue shale
23.0
30.0

HOLE #33
8/11/54

0.0 Ground
Brown Shale
9.0
11.0 Soft Shale
Brown Shale
15.0
24.0 Hard Blue Shale
30.0
35.0

HOLE #34
8/12/54

0.0 Ground
Sand Fill
15.0
18.0 Clay fill
20.0
Blue Clay
29.0
Blue Shale
36.0

HOLE #35
8/13/54

0.0 Ground
Sand and earth fill
18.0
20.0 Yellow Clay
Blue Clay
Soft
29.0
Hard Blue Shale
36.0

COLUMBIA RIVER BR. @ ASTORIA
TEST HOLES

CLATSOP COUNTY
BRIDGE #7949

Date: 9-17-58
Drawn by: LLH
Drwg No:

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Salem, Oregon
November 19, 1958

Astoria Bridge

Mr. W. C. Williams

I had the Traffic Division make up a tabulation of debt requirement for the Astoria Bridge, (1) at a three percent rate for general obligation bonds which you will note requires an average subsidy in the amount of $884,000 per year over a period of 37 years; and (2) at a 5½ percent rate which Speer estimated would be necessary as a straight revenue project. The 5½ percent rate requires an average annual subsidy of $1,526,000 over a period of 37 years.

You might be interested in these figures in case the matter comes up for discussion.

G. S. Paxson

GSP:gm

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1958

ASTORIA - MEGLER TOLL BRIDGE

General Obligation Bonds

Estimated Construction Cost	$23,500,000
3% Discount on $26,200,000	786,000
3 Yrs. Interest @ 3%	2,358,000
Finance and Legal Costs	50,000
	$26,694,000
Earnings on Reinvested Bond Monies at 2%	
60% in 1st year ($314,400)	
30% in 2nd year ($157,200)	
10% in 3rd year ($ 52,400)	524,000
	$ 26,170,000

Revenue Bonds

Estimated Construction Cost	$23,500,000
3% Discount on $28,600,000	858,000
3 Yrs. Interest @ 5½%	4,719,000
Finance and Legal Costs	50,000
	$29,127,000
Earnings on Reinvested Bond Monies at 2%	
60% in 1st year ($343,200)	
30% in 2nd year ($171,600)	
10% in 3rd year ($ 57,200)	572,000
	$ 28,555,000

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1958

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

40-Year General Obligation Bonds at 3%

Year	Net Revenue	Revenue From State	Bond Interest	Bond Principal	Total Debt Service
1961	$2,148,400	$	$ 786,000	$	$ 786,000
1962	1,519,600		786,000		786,000
1963	786,000		786,000		786,000
1964	215,000	967,000	786,000	396,000	1,182,000
1965	253,000	929,120	774,120	408,000	1,182,120
1966	260,000	921,880	761,880	420,000	1,181,880
1967	267,000	915,280	749,280	433,000	1,182,280
1968	274,000	908,290	736,290	446,000	1,182,290
1969	280,000	901,910	722,910	459,000	1,181,910
1970	287,000	895,140	709,140	473,000	1,182,140
1971	294,000	887,950	694,950	487,000	1,181,950
1972	301,000	881,340	680,340	502,000	1,182,340
1973	307,000	875,280	665,280	517,000	1,182,280
1974	307,000	874,770	649,770	532,000	1,181,770
1975	307,000	874,810	633,810	548,000	1,181,810
1976	307,000	875,370	617,370	565,000	1,182,370
1977	307,000	875,420	600,420	582,000	1,182,420
1978	307,000	874,960	582,960	599,000	1,181,960
1979	307,000	874,990	564,990	617,000	1,181,990
1980	307,000	874,480	546,480	635,000	1,181,480
1981	307,000	874,430	527,430	654,000	1,181,430
1982	307,000	874,810	507,810	674,000	1,181,810
1983	307,000	874,590	487,590	694,000	1,181,590
1984	307,000	874,770	466,770	715,000	1,181,770
1985	307,000	875,320	445,320	737,000	1,182,320
1986	307,000	875,210	423,210	759,000	1,182,210
1987	307,000	874,440	400,440	781,000	1,181,440
1988	307,000	875,010	377,010	805,000	1,182,010

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1958

D RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

40-Year General Obligation Bonds at 3%

	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 786,000	$	$ 786,000	$ 1,362,400	$26,200,000
	786,000		786,000	733,600	26,200,000
	786,000		786,000		26,200,000
	786,000	396,000	1,182,000		25,804,000
	774,120	408,000	1,182,120		25,396,000
	761,880	420,000	1,181,880		24,976,000
	749,280	433,000	1,182,280		24,543,000
	736,290	446,000	1,182,290		24,097,000
	722,910	459,000	1,181,910		23,638,000
	709,140	473,000	1,182,140		23,165,000
	694,950	487,000	1,181,950		22,678,000
	680,340	502,000	1,182,340		22,176,000
	665,280	517,000	1,182,280		21,659,000
	649,770	532,000	1,181,770		21,127,000
	633,810	548,000	1,181,810		20,579,000
	617,370	565,000	1,182,370		20,014,000
	600,420	582,000	1,182,420		19,432,000
	582,960	599,000	1,181,960		18,833,000
	564,990	617,000	1,181,990		18,216,000
	546,480	635,000	1,181,480		17,581,000
	527,430	654,000	1,181,430		16,927,000
	507,810	674,000	1,181,810		16,253,000
	487,590	694,000	1,181,590		15,559,000
	466,770	715,000	1,181,770		14,844,000
	445,320	737,000	1,182,320		14,107,000
	423,210	759,000	1,182,210		13,348,000
	400,440	781,000	1,181,440		12,567,000
	377,010	805,000	1,182,010		11,762,000

40-Year General Obligation Bonds at 3%
(Cont.)

Year	Net Revenue	Revenue From State	Bond Interest	Bond Principal	Total Debt Service
1989	$ 307,000	$ 874,860	$ 352,860	$ 829,000	$ 1,181,860
1990	307,000	874,990	327,990	854,000	1,181,990
1991	307,000	875,370	302,370	880,000	1,182,370
1992	307,000	874,970	275,970	906,000	1,181,970
1993	307,000	874,790	248,790	933,000	1,181,790
1994	307,000	874,800	220,800	961,000	1,181,800
1995	307,000	874,970	191,970	990,000	1,181,970
1996	307,000	875,270	162,270	1,020,000	1,182,270
1997	307,000	874,670	131,670	1,050,000	1,181,670
1998	307,000	875,170	100,170	1,082,000	1,182,170
1999	307,000	874,710	67,710	1,114,000	1,181,710
2000	307,000	870,290	34,290	1,143,000	1,177,290
TOTAL	$ 15,481,000	$32,701,430	$19,886,430	$26,200,000	$46,086,430

Ave * 884,000
over 37 years

40-Year General Obligation Bonds at 3%
(Cont.)

nue State	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
860	$ 352,860	$ 829,000	$ 1,181,860	$	$10,933,000
990	327,990	854,000	1,181,990		10,079,000
370	302,370	880,000	1,182,370		9,199,000
970	275,970	906,000	1,181,970		8,293,000
790	248,790	933,000	1,181,790		7,360,000
800	220,800	961,000	1,181,800		6,399,000
970	191,970	990,000	1,181,970		5,409,000
270	162,270	1,020,000	1,182,270		4,389,000
670	131,670	1,050,000	1,181,670		3,339,000
70	100,170	1,082,000	1,182,170		2,257,000
710	67,710	1,114,000	1,181,710		1,143,000
290	34,290	1,143,000	1,177,290		
430	$19,886,430	$26,200,000	$46,086,430	$ 2,096,000	

84,000
4 years

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1958

BOND RETIREMENT SCHEDULE - PROPOSED-ASTORIA MEGLER TOLL BRIDGE

40-Year Revenue Bonds at 5¼%

Year	Net Revenue	Revenue From State	Bond Interest	Bond Principal	Total Debt Service
1961	$ 4,490,200	$	$ 1,573,000	$	$ 1,573,000
1962	3,058,800		1,573,000		1,573,000
1963	1,573,000		1,573,000		1,573,000
1964	215,000	1,610,000	1,573,000	252,000	1,825,000
1965	253,000	1,572,140	1,559,140	266,000	1,825,140
1966	260,000	1,564,510	1,544,510	280,000	1,824,510
1967	267,000	1,558,110	1,529,110	296,000	1,825,110
1968	274,000	1,550,830	1,512,830	312,000	1,824,830
1969	280,000	1,544,670	1,495,670	329,000	1,824,670
1970	287,000	1,537,575	1,477,575	347,000	1,824,575
1971	294,000	1,530,490	1,458,490	366,000	1,824,490
1972	301,000	1,523,360	1,438,360	386,000	1,824,360
1973	307,000	1,518,130	1,417,130	408,000	1,825,130
1974	307,000	1,517,690	1,394,690	430,000	1,824,690
1975	307,000	1,518,040	1,371,040	454,000	1,825,040
1976	307,000	1,518,070	1,346,070	479,000	1,825,007
1977	307,000	1,517,725	1,319,725	505,000	1,824,725
1978	307,000	1,517,950	1,291,950	533,000	1,824,950
1979	307,000	1,517,635	1,262,635	562,000	1,824,635
1980	307,000	1,517,725	1,231,725	593,000	1,824,725
1981	307,000	1,518,110	1,199,110	626,000	1,825,110
1982	307,000	1,517,680	1,164,680	660,000	1,824,680
1983	307,000	1,517,380	1,128,380	696,000	1,824,380
1984	307,000	1,518,100	1,090,100	735,000	1,825,100
1985	307,000	1,517,675	1,049,675	775,000	1,824,675
1986	307,000	1,518,050	1,007,050	818,000	1,825,050
1987	307,000	1,518,060	962,060	863,000	1,825,060
1988	307,000	1,517,595	914,595	910,000	1,824,595

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1958

RETIREMENT SCHEDULE - PROPOSED-ASTORIA MEGLER TOLL BRIDGE

40-Year Revenue Bonds at 5¼%

	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bond Outstanding
	$ 1,573,000	$	$ 1,573,000	$ 2,917,200	$28,600,000
	1,573,000		1,573,000	1,515,800	28,600,000
	1,573,000		1,573,000		28,600,000
	1,573,000	252,000	1,825,000		28,348,000
	1,559,140	266,000	1,825,140		28,082,000
	1,544,510	280,000	1,824,510		27,802,000
	1,529,110	296,000	1,825,110		27,506,000
	1,512,830	312,000	1,824,830		27,194,000
	1,495,670	329,000	1,824,670		26,865,000
	1,477,575	347,000	1,824,575		26,518,000
	1,458,490	366,000	1,824,490		26,152,000
	1,438,360	386,000	1,824,360		25,766,000
	1,417,130	408,000	1,825,130		25,358,000
	1,394,690	430,000	1,824,690		24,928,000
	1,371,040	454,000	1,825,040		24,474,000
	1,346,070	479,000	1,825,007		23,995,000
	1,319,725	505,000	1,824,725		23,490,000
	1,291,950	533,000	1,824,950		22,957,000
	1,262,635	562,000	1,824,635		22,395,000
	1,231,725	593,000	1,824,725		21,802,000
	1,199,110	626,000	1,825,110		21,176,000
	1,164,680	660,000	1,824,680		20,516,000
	1,128,380	696,000	1,824,380		19,820,000
	1,090,100	735,000	1,825,100		19,085,000
	1,049,675	775,000	1,824,675		18,310,000
	1,007,050	818,000	1,825,050		17,492,000
	962,060	863,000	1,825,060		16,629,000
	914,595	910,000	1,824,595		15,719,000

40-Year Revenue Bonds at 5½%

Year	Net Revenue	Revenue From State	Bond Interest	Bond Principal	Total Debt Service
1989	$ 307,000	$ 1,517,545	$ 864,545	$ 960,000	$ 1,824,545
1990	307,000	1,517,745	811,745	1,013,000	1,824,745
1991	307,000	1,518,030	756,030	1,069,000	1,825,030
1992	307,000	1,517,235	697,235	1,127,000	1,824,235
1993	307,000	1,517,250	635,250	1,189,000	1,824,250
1994	307,000	1,517,855	569,855	1,255,000	1,824,855
1995	307,000	1,517,830	500,830	1,324,000	1,824,830
1996	307,000	1,518,010	428,010	1,397,000	1,825,010
1997	307,000	1,518,175	351,175	1,474,000	1,825,175
1998	307,000	1,518,105	270,105	1,555,000	1,825,105
1999	307,000	1,517,580	184,580	1,640,000	1,824,580
2000	307,000	1,502,380	94,380	1,716,000	1,810,380
TOTAL	$20,179,000	$56,476,040	$43,622,040	$28,600,000	$72,222,040

Ave 1,526,000
over 37 years

40-Year Revenue Bonds at 5⅛%

Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
$ 864,545	$ 960,000	$ 1,824,545	$	$14,759,000
811,745	1,013,000	1,824,745		13,746,000
756,030	1,069,000	1,825,030		12,677,000
697,235	1,127,000	1,824,235		11,550,000
635,250	1,189,000	1,824,250		10,361,000
569,855	1,255,000	1,824,855		9,106,000
500,830	1,324,000	1,824,830		7,782,000
428,010	1,397,000	1,825,010		6,385,000
351,175	1,474,000	1,825,175		4,911,000
270,105	1,555,000	1,825,105		3,356,000
184,580	1,640,000	1,824,580		1,716,000
94,380	1,716,000	1,810,380		
$43,622,040	$28,600,000	$72,222,040	$ 4,433,000	$

RECEIVED
NOV 7 - 1958
FOR FILING

November 7, 1958

Honorable Daniel A. Thiel
2625 Irving Avenue
Astoria, Oregon

Dear Senator Thiel:

I have your letter of October 28 concerning the effect which the additional vertical clearance required by the Navy would have on property acquisitions for the Astoria approach to the Columbia River Bridge.

This additional clearance will not force the approach farther back to the south but it will lengthen the approach toward the west as we will require additional distance to get down from the higher elevation. We feel that the grade line coming down from the main spans is as steep as it is advisable to make it and the additional height would add onto what we already had planned.

As you will remember, the first plan made the connection to Marine Drive on your property where your oil distribution tanks are located. The new plan, extending farther to the west, will make the connection on the adjoining property and will only take off a small corner of your property. It will, however, mean taking several additional houses facing upon Marine Drive to the west of your property.

I am sending you herewith a map which shows the alignment of the Astoria Bridge. It is preferable that this not be given any wide circulation as there might be several changes in the final plans.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure
CSP:gm:ar

cc to: Forrest Cooper
G. S. Parson

RECEIVED
NOV 7 - 1958
FOR FILING

F-003-1 (16)

Salem, Oregon
November 6, 1958

Mr. F. E. Crandall

Tabulation of debt service on Astoria Bridge

I am returning Blensly's tabulation of debt service on the Astoria Bridge.

At our meeting in Vancouver, Monday, Mr. Speer brought out the point that we must anticipate a discount on the bonds of approximately 3 percent regardless of the interest rate which the bonds carry. This is so the broker can get his profit without it showing up in the price of the bond. This 3 percent would amount to more than $650,000 on the Astoria job and should be included in the amount of the bonds. Another item which should be included is the legal and financing costs which I would estimate at least at $50,000. In figuring the debt retirement schedule, $700,000 should be added to the principal amount of the bonds in order to cover these costs.

Mr. Speer's best guess on the interest rate was 5½ percent. I would like to have someone retabulate this with the added principal amount, using 3 percent for general obligation bonds and 5½ percent for revenue bonds.

G. S. Paxson

GSP:gs
Attach.

cc Mr. W. C. Williams

FORM E-30 25M 8-51 62315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 29, 1958

SUBJECT: Astoria-Megler Toll Bridge

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In compliance with your verbal request to Mr. Blensly, we have prepared bond interest and principal redemption schedules for 40-year bonds on the Astoria-Megler Toll Bridge. Two schedules were prepared, one for general obligation bonds at three percent interest, and one for revenue bonds at four and one-half percent interest.

The estimated total bond issue for each of the schedules was developed as shown on the attachment.

For revenue bonds, a minimum bond issue of $26,500,000 has been estimated. For level debt service for 40-year bonds, approximately $1,200,000 per year will be required from the states to retire principal and interest for a period of 37 years. For general obligation bonds, a total of approximately $820,000 per year will be required from the states to retire bond interest and principal over a 37-year period.

FOR F. B. Crandall
Traffic Engineer

Attachment
RCB:mp

RECEIVED
OCT 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1958
FOR FILING

F-103-1(14)
621 V

October 31, 1958

Mr. W. A. Bugge, Director
Washington Department of Highways
Olympia, Washington

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Gentlemen:

I am attaching hereto a preliminary draft of the report to the legislatures of the two states on the Astoria Bridge as directed by the enactments of the last legislatures. I am attaching prints of seven drawings which I propose to use in the report. These drawings will be reduced to a size that can be suitably infolded in the report.

It would be appreciated if you would study the attached draft, criticize it, and give me any suggestions you may have for changes, additions or deletions. I understand that the deadline for submission of this report in Washington is December 1 and, as it will take some little time to publish the report, I would appreciate as early consideration of it as is practicable.

You will note on the last page that I have referred to the report by Coverdale and Colpitts on traffic and to the report from the financial advisers who were appointed by the two Interim Committees. I am not sure what form these will take and it may be that the inclusion of them will require different treatment than I have given.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pawson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

REPORT ON A PROPOSED HIGHWAY BRIDGE

ACROSS THE COLUMBIA RIVER

AT ASTORIA, OREGON

GENERAL:

The Legislature of the State of Oregon in its 1957 Session enacted Chapter 207, Oregon Laws 1957, which reads as follows:

"Chapter 207, Oregon Laws 1957.

"Section 1. As soon as possible after the effective date of this Act the State Highway Commission shall enter into negotiations with the appropriate officials of the State of Washington for an agreement with regard to the construction of a bridge over the Columbia River connecting the highway designated as U. S. Route Number 101 at or near Astoria, Oregon, with the highway designated as U. S. Route Number 101 at or near Megler, Washington, the cost of which shall be shared equally by the States of Washington and Oregon.

"Section 2. (1) Upon the satisfactory completion of preliminary negotiations under section 1 of this Act, the State Highway Commission shall immediately commence and proceed with all reasonable speed to cause surveys, plans, designs and cost estimates to be prepared and all other things to be done or prepared that are necessary before the invitation of bids for construction with regard to the bridge referred to in section 1 of this Act, including necessary rights of way, approaches and connecting roads.

(2) In carrying out the provisions of subsection (1) of this section the commission may:

(a) Consult, cooperate and enter into agreements with the Government of the United States or any of its agencies, the State of Washington or any of its agencies or political subdivisions, any agency or political subdivision of this state or any private person, association or corporation. Any agency or political subdivision of this state may consult, cooperate and enter into agreements with the commission for the purposes set forth in section 2 of this Act.

(b) Accept and expend moneys from any public or private source, including the Government of the United States, made available to the commission or this state for the

purpose of carrying out the provisions of subsection (1) of this section.

"Section 3. In addition to and not in lieu of any other moneys authorized to be expended from the State Highway Fund for the biennium beginning July 1, 1955, and the biennium beginning July 1, 1957, the State Highway Commission may expend out of the State Highway Fund such sum, not exceeding $100,000 or one-half of the actual cost whichever is the lesser figure, as is necessary for the purposes set forth in section 2 of this Act.

"Section 4. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act shall take effect upon its passage."

This law requires that the cost of the work done under its terms be shared equally between the two states of Oregon and Washington. The Legislature of the State of Washington in its 1957 Session enacted a similar law (Washington Laws of 1957, Chapter 172) authorizing cooperation in the project. Section 29 of the above-cited Washington law reads as follows:

"Chapter 172, Washington Laws 1957.

"Section 39. The Washington toll bridge authority, the Washington state highway commission, and any county or other political subdivision of the state of Washington, are each authorized to enter into any agreements with each other, the Oregon state highway commission, Port of Astoria, Oregon, or any other governmental agency or political subdivision of either Oregon or Washington for the purpose of continuing traffic, engineering and financial studies, and surveys for the planning of a toll bridge to be constructed at a feasible site on the lower Columbia river. Such studies and surveys shall include but shall not be confined to the following:

(1) The most desirable design and bridge approaches;
(2) The most desirable location;
(3) The cost of construction and the length of construction time required; and
(4) The financial feasibility of the bridge together with any supplementary aid which may be available to finance it.

"In order to carry out the provisions of this section the Washington toll bridge authority, the Washington state highway commission and any political subdivision of the state of Washington, may:

"(1) Consult, cooperate and enter into agreements with the government of the United States or any of its agencies, the state of Oregon or any of its agencies or political subdivisions, or any other governmental agency, person, or corporation.

"(2) Accept and expend moneys from any public or private source, including the government of the United States, which is now or may be made available for the carrying out of the purposes contained in this section.

"There is appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium commencing July 1, 1957 and ending June 30, 1959 the sum of one hundred thousand dollars, or so much thereof as may be necessary, to carry out the purposes of this section. Any funds herein appropriated from the motor vehicle fund to the Washington toll bridge authority shall be considered as a loan and repaid by the authority to the motor vehicle fund upon the sale of bonds for this project."

To carry out the purpose of these laws the Oregon State Highway Commission, the Washington State Highway Commission, and the Washington Toll Bridge Authority entered into an agreement, dated June 27, 1957, setting forth the work to be done by each agency. This agreement provides that Oregon shall conduct the survey and study of the location, alignment and type of structure and prepare a design. Oregon shall also prepare a report covering the survey, study and design for submission to the legislatures of both states. The Washington agencies will furnish such assistance as is mutually agreed upon and the Washington Toll Bridge Authority will reimburse Oregon in the amount of one-half the cost up to a maximum Washington participation of $100,000.

The Oregon State Highway Commission has completed the survey of a feasible crossing of the Columbia River including the connection to the Astoria Street system and US101 in Astoria and the connection to US101 in Washington near Point Ellice. The design of the bridge has been made except for a few details that can be completed in a short time. Estimates of construction cost are given later in this report. The complete construction plans based on the design can be ready for a call for bids soon after authorization for construction is given.

PREVIOUS STUDIES:

A bridge crossing the Columbia River at or near Astoria has been under consideration for the last 30 years. In 1932 the Oregon-Washington Bridge Trustees was formed. This group engaged the firm of Robinson and Steinman to study the situation and select a site, prepare preliminary plans, an estimate of construction costs and present permit drawing to the U. S. Corps of Engineers. A permit was granted for a bridge extending from the foot of First Street in Astoria to Point Ellice. Financing of the project was found to be not feasible and although the permit was renewed, year by year, until 1941 it was then allowed to lapse.

The project was revived in 1953 and in 1954 a fund of $50,000 was set up by equal participation of the Washington Toll Bridge Authority, Pacific County, Washington, the Port of Astoria, and the Oregon State Highway Commission. The Tudor Engineering Company of San Francisco was employed to make a study of engineering facts, probable costs, possible toll revenues, probable location, and other matters and information that could be analyzed by the sponsors. The Tudor Engineering Company made their report in March of 1955. Their estimate of construction cost was $23,400,000. When right of way, engineering and administrative costs are added, the total estimated cost is $25,430,000. This does not include financing costs, interest during the period of construction or discount on bonds. These latter items depend, in a large measure, on the bond market and the interest rate that must be paid.

The Washington end of the bridge reached the shore slightly below or west of Point Ellice. At the Astoria end the bridge crossed over Marine Drive near the foot of Kingston Street, curved to the east and came to grade on Marine Drive near Columbia Avenue. The major portion of the Astoria approach was to be on a cut and fill section along the hillside south of Marine Drive.

LOCATION:

The Oregon law, above cited, restricts the site of the bridge to an area at or near Astoria on the Oregon side connecting with US101 at or near Megler on the Washington side. Since the navigable channels at each side of the river are approximately parallel to the shore line, the exact site selection resolves itself into the selection of a line that would give the shortest over-all length and permit a reasonable and adequate connection to the Astoria street system. On the Washington side considerable latitude is allowed as US101 is parallel and immediately adjacent to shore line. Our survey shows that a connection with US101 a few hundred feet below, or west of Point Ellice, results in as short a crossing as can be had and permits the construction of an adequate connection to the existing highway on the Washington side. Figure II 1 shows the general location of the proposed structure.

The location of the Astoria end of the structure and the alignment and type of connections were given considerable study. It is in this approach that this recommendation differs appreciably from the proposal of the Tudor Engineering Company. Alameda Avenue parallels Marine Drive (US101) and is benched into the hillside at an elevation of approximately 70 feet above Marine Drive. It is advisable to keep the entire project north of Alameda Avenue. The bridge tangent intersects Alameda Avenue at an angle of 76 degrees in the northeast quadrant. The Tudor Engineering Company's report proposed to curve the approach to the east through an angle of greater than 90 degrees and follow along the hillside on a cut and fill section.

In our judgment a safer structure and better alignment will be had by reversing this proposal and curving the approach to the west through a lesser angle. There is no evidence of any recent slide in the approach area but past experience indicates that the north slope of the hill forming the

Astoria peninsula is unstable and that any interference with the surface configuration or with the drainage may start major movements in seemingly stable slopes. To minimize this danger as much as possible, we propose to build the approach on viaduct until it leaves the hillside near Marine Drive. This will not change the drainage conditions, nor will it place any additional embankment load on the hillside.

REQUIREMENTS OF NAVIGATION:

There are two channels used by navigation in the Columbia River opposite Astoria. The main channel is immediately adjacent to the Oregon shore. This channel is used by all ocean-going ships and by all (except very infrequent movements) river traffic. There is a minor channel near the Washington shore through which there are occasional movements of pile drivers, dredges and other equipment for use in the immediate vicinity.

A conference with navigation interests was held at Astoria to determine the clearances, both horizontal and vertical, that would satisfy their needs. A horizontal clearance of 1,070 feet between fenders, which is equal to the clearance at the Longview Bridge, was agreed upon. The vertical clearance is controlled by the requirements of the Navy. Our information at that time was that 196 feet was required. This is considerably more than is necessary for commercial shipping and for naval vessels except aircraft carriers. Access to Tongue Point for aircraft carriers must be provided. An application to the Corps of Engineers, U. S. Army, showing these clearances was made and a public hearing was held at Astoria on July 8, 1958. Representatives of the Navy appeared at the hearing and demanded that the vertical clearance of 196 feet be based on high water rather than low water which is the customary datum plane. This increased the bridge height over the channel by 8 feet and caused an increase in the length of the Astoria approach.

The Corps of Engineers plan to increase the depth of the channel to 45 feet below low water and pier foundations must be planned with this in mind.

At the minor channel near the Washington shore, previous plans, both by Robinson and Steinman in 1932 and by the Tudor Engineering Company in 1955, showed a drawspan to accommodate the infrequent passage of vessels in this channel. The Washington shore is accessible from either side of the proposed bridge although such access requires considerable additional travel distance. An economic analysis comparing the added construction cost of a drawspan and the operation and maintenance costs with the cost of additional travel distance for the few vessels using this channel showed conclusively that a drawspan is not warranted. The application for permit, and our plans, show a fixed span over this channel. A vertical clearance of 70 feet and horizontal clearance of 300 feet is provided. A permit for the construction of the bridge based upon the clearances given above was issued by the Secretary of the Army dated September 29, 1958.

DESIGN STANDARDS:

This bridge, when built, will be a link in US101, one of the principal north and south highways. It should be built to the same standard as other structures on this route. The standards of the American Association of State Highway Officials have been complied with. The H20-S16 vehicular loading of those standards has been used. This provides for a basic vehicle consisting of a 20-ton truck with a 16-ton semitrailer and is the standard used on all main-line roads in Oregon.

The high vertical clearance required by the Navy and the close proximity of the main ship channel to the Oregon shore create a problem in the laying of a suitable grade line on the Astoria approach. The connection

to US101 and the Astoria street system should be made at Marine Drive. This street is only 1,000 feet south of the harbor line. It has been necessary to cross over Marine Drive and gain enough distance to develop a reasonable grade. This has been done by a long curve to the west, crossing back over Marine Drive and connecting to Marine Drive from the north. This also allows the establishment of the toll-collecting facilities on the level open area north of Marine Drive. The maximum grade, both ascending to the channel span and descending to Marine Drive, is 5.67 percent. Figure II shows the position and alignment of the Astoria approach.

The Desdemona Sands separate the main channel from the north channel. This shallow area extends for a distance of 10,630 feet and presents no particular problem as relatively short span construction can be used. There are no curves in the alignment and after descending from the channel spans a level grade line can be laid.

It will be necessary to rise from the level grade across the Desdemona Sands to cross the north channel and to descend again to the connection with the highway on the Washington shore. The ascending grade is 1.82 percent and the descending grade is 5.77 percent.

A roadway width of 28 feet between curbs has been used. This allows two 12-foot travel lanes with 2 feet of curb clearance on each side. No sidewalk is provided as the distance of 4.2 miles precludes any pedestrian traffic. There is a 1½-foot safety curb between the roadway and the handrail which provides a refuge if necessary.

FOUNDATION CONDITIONS:

The Tudor Engineering Company, in gathering data for their 1955 report, made 45 borings in the area of the crossing. The results from these borings have been used in the present design. These will be supplemented by

additional borings in areas not adequately covered before a construction contract is advertised. The borings show shale and sandstone on each river bank overlaid with varying thickness of soil. This shale and sandstone is excellent foundation material if it can be economically reached. At a short distance from each shore the rock surface is so far below the water surface and the stream bed that it can not be reached even with point bearing piles. In these locations friction piles must be used. The material in the stream bed is a clean sand with a high frictional value and adequate foundations can be built.

Besides the two navigation channels crossing the bridge site there is a minor channel that meanders across the Desdemona Sands. At the present time this is a north-to-south channel used by the ferries. During historic time this channel has shifted many times. About 60 years ago, it ran east and west between the two navigable channels. It is probable that other movements may occur and, because of the eddy currents created by the bridge piers, it can be expected that considerable scour will occur at the bridge. The foundations must be deep enough to guard against this.

The Astoria approach presents a potentially dangerous foundation condition. The hillside on the north slope of the Astoria peninsula is notoriously unstable. Several serious slides have occurred in the last few years. Although none of these has occurred at the proposed bridge site, care must be taken that the natural drainage in the area is not disturbed and that the load on the hillside is not increased. An embankment placed on the slope would both interfere with the drainage and add load. For these reasons we have carried the Astoria approach on a viaduct until Marine Drive is crossed for the second time just before entering the toll plaza area.

WIND VELOCITY:

The mouth of the Columbia River is in an area of high-wind velocity. A complete record of wind velocities at the North Head Station is available from 1884 to 1952, at which time the station was moved to the Astoria Airport. The record at the airport is not of long enough duration to be usable but unofficial reports indicate at least one storm comparable to the experience at North Head. The maximum steady wind velocity at North Head was 95 miles per hour measured at a height of 56 feet above ground elevation. This must be increased to allow for gusts and increased height so that winds of 140 to 150 miles per hour can be anticipated at the elevation of the bridge superstructure. The design provides for such velocities with a reasonable factor of safety.

STREAM CURRENTS:

Stream currents at the bridge site are not particularly bad. The approximately four-mile width carries the river flow at a lower velocity than is present farther upstream where the channel is narrower. The maximum velocity will occur with a river flood combined with an extremely low tide. These maximum velocities are in the range of nine miles per hour. River floods do carry considerable driftwood, including a few full-length trees.

TYPE SELECTION:

This project is divided into four distinct units, each requiring a different type of structure. These are: (a) the main channel crossing at the south shore; (b) the crossing of the shallow water over the Desdemona Sands; (c) the north channel crossing near the Washington shore; and (d) the Astoria approach.

(a) The Main Channel Crossing.

The span length of the span over the main ship channel is controlled

by the navigational requirements. The standard for horizontal clearance has been established by the Longview Bridge and by the St. Johns Bridge over the Willamette River. The horizontal clearancesat these bridges are 1,085 feet and 1,068 feet, respectively. A horizontal clearance of 1,070 feet has been used at Astoria. The Astoria Bridge will cross the channel at a slight angle. Allowance for this and for the pier fenders requires a span length of ~~1,200~~ 1204 feet between centers of piers.

For spans of this length there are two types of structures that should be considered; the cantilever and the suspension types. The cantilever bridge is much more rigid and is less susceptible to vibration due to wind action than is the suspension bridge. The reactions from load are vertical in the cantilever type while the suspension type requires anchorage to take the horizontal pull of the cables. The suspension type is most adaptable in locations where moderate wind velocities prevail and where solid foundations are obtainable. At the Astoria site extremely high-wind velocities must be expected and the anchorages, at least for the one on the north, would be in sand and founded at least 50 feet below the water surface. For these reasons, the cantilever is to be preferred unless a considerable saving in cost can be made by using the suspension type.

A careful study of both types has been made. Estimates of cost indicate that the suspension type might be several hundred thousand dollars cheaper than the cantilever but any indicated saving is within the range of uncertainty in estimating and in any event would not be more than two or three percent of the total project cost.

Another consideration is the matter of insurance which will be necessary if this project is financed by revenue bonds. There have been a few failures of suspension bridges and several other instances in which structures have

been in serious trouble in recent years. Insurance companies assuming risks of this kind will be prone to very critically examine any structure of this magnitude located in an area as exposed to storms as is the case at Astoria. The cantilever type for the main channel spans has so many advantages over the suspension type that it has been selected for this project. This decision is supported by the two studies previously cited, in both of which a cantilever span was selected.

The vertical clearance of 196 feet above average high water requires high and expensive piers. The approach spans leading to the main spans are proportioned to get the maximum economy, balancing the higher cost of long spans against the pier costs. The higher sections are long deck trusses and the lower section shorter girders.

(b) The North Channel Span.

Our economic analysis showed that the advantages to navigation did not justify a drawspan over this channel. A vertical clearance of 70 feet and a horizontal clearance of 300 feet can be provided with a series of fixed spans. This was concurred in by the U. S. Corps of Engineers and the permit for the structure has been granted on that basis. For this span length the simple truss is the most economical structure and has been used. In part of this channel, water depths exceed those in the south channel. Pier costs in these depths result in fairly long spans for maximum economy.

(c) Viaduct Across the Desdemona Sands.

Between the south channel and the north channel are the Desdemona Sands. Water depths vary from 20 feet to bare sand bar at low tide. A study was made of the feasibility of filling a considerable portion of this section. Cost estimates indicated that no saving could be made. An embankment would also complicate the navigation of both ship channels by creating cross currents.

A prestressed concrete superstructure supported on large concrete piles has been used. This will reduce the maintenance cost to a minimum as no painting will be required. A span length of 600 feet is used to permit passage of drift and to give the economical balance between superstructure and substructure costs. Some consideration was given to the use of pressure-treated timber piles but was rejected because of the probability of damage by driftwood and the abrasion by sand carried by the current.

(d) The Astoria Approach.

The height required by navigation results in a long approach viaduct to make a connection with Marine Drive. As mentioned earlier, the hillside is a potential slide area and should be disturbed as little as possible. For this reason a viaduct has been used rather than a cut and fill section. This viaduct crosses Marine Drive at a high elevation just south of the main span, curves to the west and recrosses to the toll plaza on the north side of the street. Marine Drive is widened to provide a left-turn slot for vehicles eastbound to the bridge. Ample storage space is provided for vehicles passing the toll station from either direction.

DESIGN AND CONSTRUCTION.

The design of the bridge is complete except for detailing which can be completed in a few months after arrangements for financing the project are made. The main features are shown on the illustration accompanying this report. Advantage has been taken of the new alloy steels now available for structural work and of the prestressing and precasting techniques developed in the past few years.

Construction can proceed practically the year around with minor delays due to inclement weather in the winter season. Flood stages in the river occur only in the summer season and, due to the large stream area compared to the area of the upper river, the effect of stream flood is not

great. It is estimated that three years from the time a contract is awarded will be sufficient to complete the structure.

ESTIMATE OF COST:

The estimated net construction cost of this project is $20,255,547. To this sum must be added the cost of the right of way needed for the Astoria approach. A sum of $500,000 is set up for this item which should be ample to cover the property needed. An allowance must also be made for unforeseen contingencies that may arise during construction and for the cost of engineering. It is customary to allow 12½ percent of the construction cost for this purpose. The total construction cost, including these items, is $23,349,990.

This estimate is for the construction cost. It does not include financing costs such as fees to bond attorneys, discount on bonds and interest on bonds during the estimated three-year construction period. These items, in a large measure, will depend upon the bond market at the time financing is undertaken and upon the type of financing, whether general obligation bonds or revenue bonds backed up by bridge revenue only.

The summary of the cost estimate is as follows:

Insert attached estimate →

Estimated Annual Operating and Maintenance Cost.

The annual cost of maintaining the structure and operating it as a toll project is estimated to be as follows:

		Annual Cost
Operation		
1 manager		$ 5,000
7 toll collectors	at $3,500	24,500
Light and power		7,500
Insurance		50,000
Miscellaneous		2,500
	Subtotal	$ 89,500
Maintenance		
Routine maintenance		$ 50,000
Reserve for painting		50,000
Unusual expenses		12,500
	Subtotal	$112,500
	Total	$202,000

The estimated annual maintenance cost of $112,500 is less than 5/10 of 1 percent of the construction cost, which is rather low. It is accounted for by the use of concrete construction wherever feasible to reduce the painting cost.

SUMMARY:

This report is jointly prepared by the Washington State Highway Commission and the Washington Toll Bridge Authority for submission to the Washington State Legislature as directed by Chapter 172, Washington Session Laws of 1957, and by the Oregon State Highway Commission for submission to the Oregon State Legislature as directed by Chapter 207, Oregon Laws 1957. A feasible site for the bridge has been selected that makes adequate connections to US101, both in Oregon and Washington, and also allows ready access to the city of Astoria. Agreement has been reached with navigation interests as to both vertical and horizontal clearances and a permit for the construction has been issued by the Secretary of the Army and the Chief of Engineers.

The estimated construction cost, including right-of-way costs and allowances for engineering and contingencies, is $23,349,990. This estimate does not include financing costs or interest on bonds during construction.

A report on the estimated traffic that could be expected on the bridge, a suggested toll schedule and gross and net revenues have been prepared by Coverdale and Colpitts, Consulting Engineers. This is a revision of their report on the project made in 1955, based on further study and current traffic data. This report ~~is given as Part 2 of this submission~~ will be presented separately.

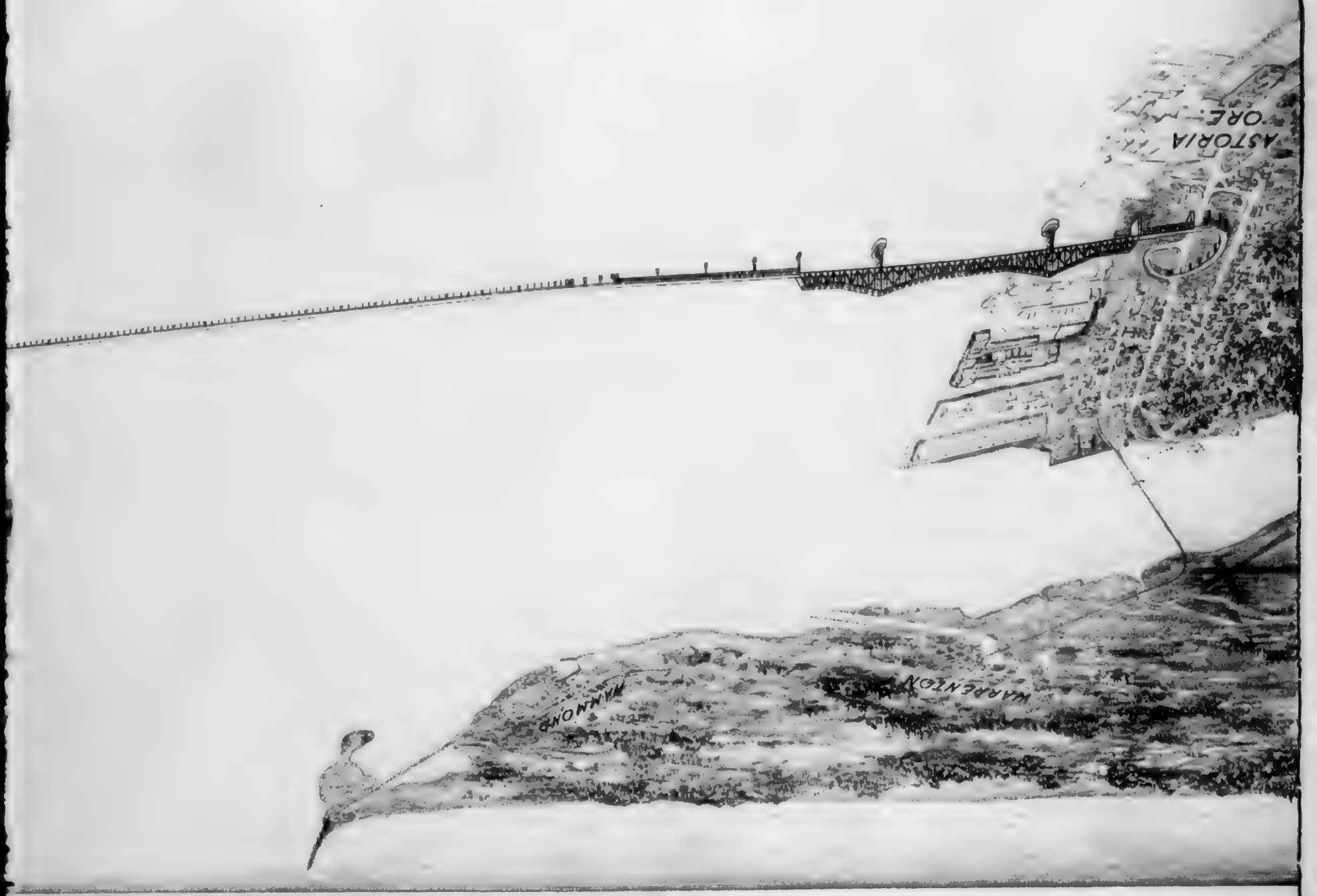
The Legislative Interim Committee of each state appointed a group of financial experts to examine the feasibility of financing the project by the sale of bonds. Their opinion ~~is given as Part 3 of the submission~~ will be presented separately.

COST ESTIMATE
COLUMBIA RIVER BRIDGE
ASTORIA - POINT ELLICE

NOVEMBER 1958

LOCATION	ITEM	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
Washington Approach Station 115+96 to 118+21	1-45' & 3-60' RC Spans	$ 44,925.00	$ 30,000.00	$ 74,925.00
	Grading and Paving		85,000.00	85,000.00
			SUBTOTAL	$ 159,925.00
North Channel Station 118+21 to 160+87	Thru Trusses	$ 2,211,156.00	1,931,880.00	$4,143,036.00
	Plate Girders	414,822.00	319,600.00	734,422.00
			SUBTOTAL	$4,877,458.00
Viaduct Station 160+87 to 267+21.5	178-59.75' Precast Spans	$ 2,226,733.00	1,159,411.00	
			SUBTOTAL	$3,386,144.00
South Channel Station 267+21.5 to 318+97.17	Plate Girders	230,658.00	177,555.00	408,213.00
	Deck Trusses	1,031,048.00	788,761.00	1,819,809.00
	Anchor Span	2,641,414.00		2,641,414.00
	Cantilever Arms	1,744,552.00		1,744,552.00
	Suspended Span	926,492.00		926,492.00
	Piers 210-213 (incl.)		2,669,161.00	2,669,161.00
	Deck Truss	211,298.00	71,810.00	283,108.00
	RC Box Girders	158,938.00	160,403.00	319,341.00
	Navigation Lights	15,000.00		15,000.00
	Traveling Maint. Plat.	67,000.00		67,000.00
	Ladders & Inspection Walkways	30,000.00		30,000.00
	Pier Fenders (211-212)		326,800.00	326,800.00
			SUBTOTAL	$11,250,890.00
Astoria Approach Station 318+97.17 to 338+40.00	Prestress Beam Spans	241,528.00	126,602.00	368,130.00
	2nd Crossing Marine Drive	35,000.00	25,000.00	60,000.00
	Grading and Paving		145,000.00	145,000.00
	Toll House Facility		8,000.00	8,000.00
			SUBTOTAL	$ 581,130.00
			ESTIMATED CONTRACT TOTAL	$20,255,547.00
			R. W. COSTS	500,000.00
				$20,755,547.00
			+ 12½% (ENGR. & CONTINGENCIES)	2,594,443.00
			ESTIMATED TOTAL COST	$23,349,990.00

· · PROPOSED · COLUMBIA · RIVER · BRID



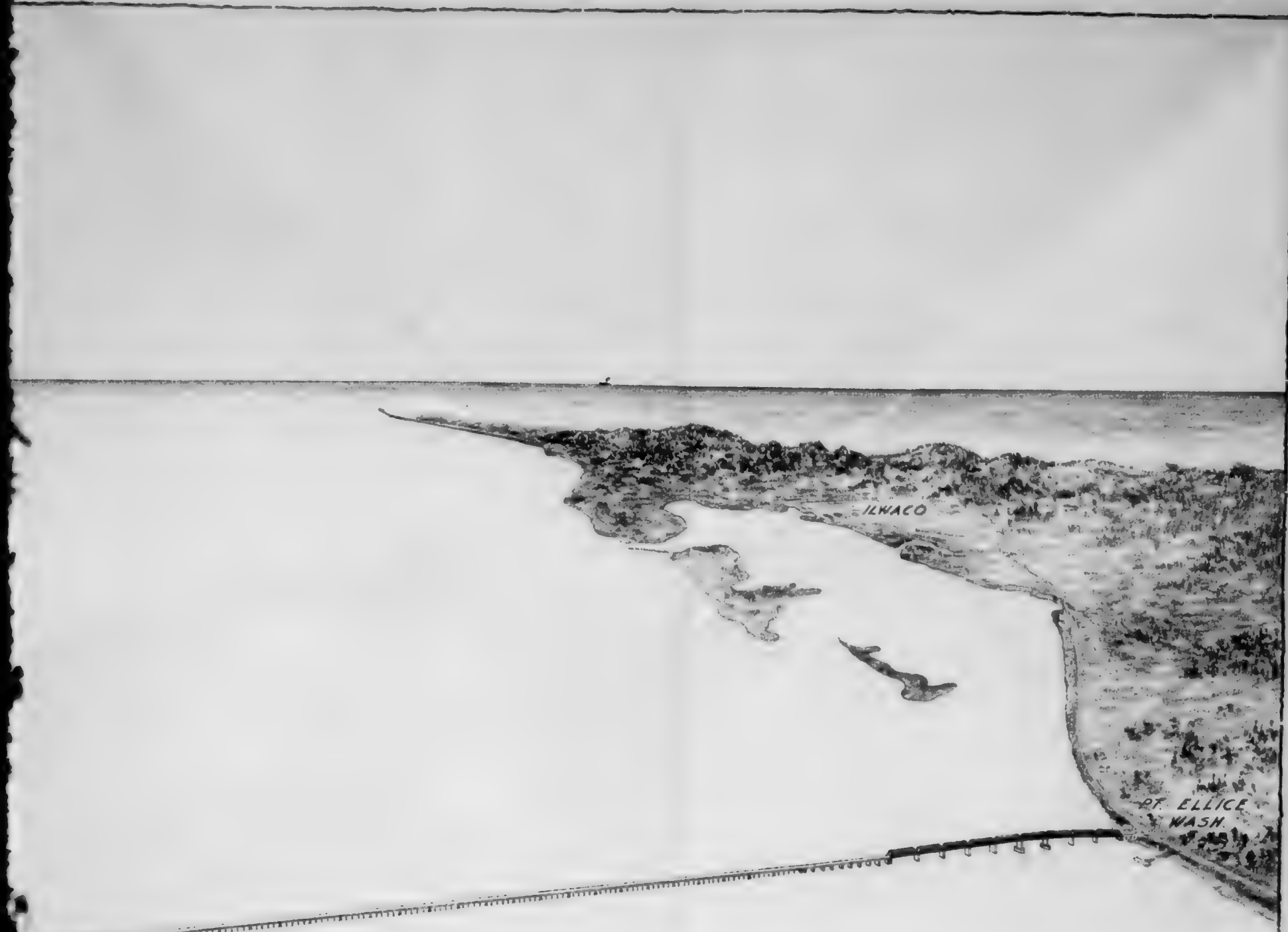
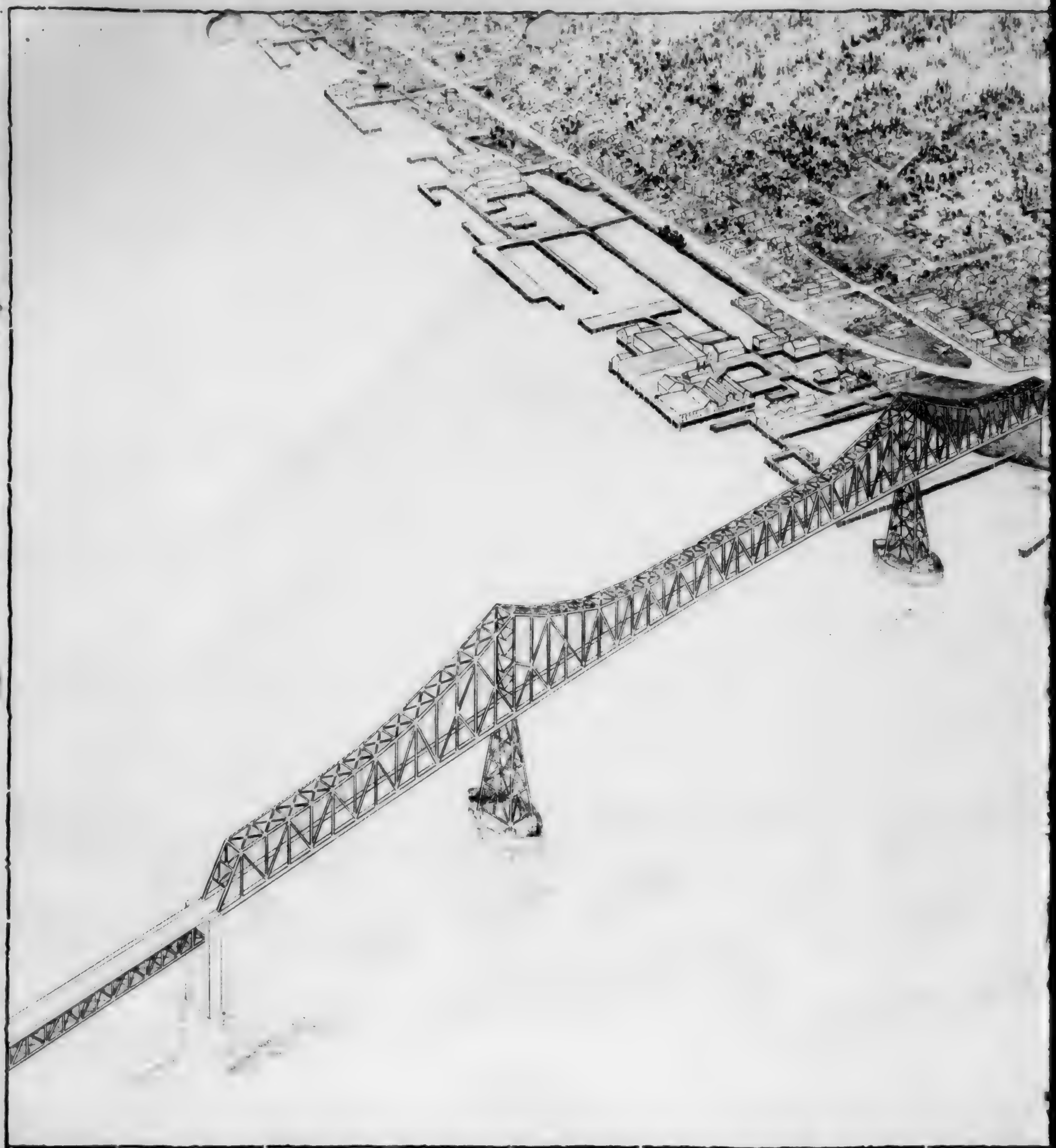


Fig II

R · BRIDGE · AT · ASTORIA, · OREGON · ·



· · ASTORIA · BRIDGE ~ MAIN · CH

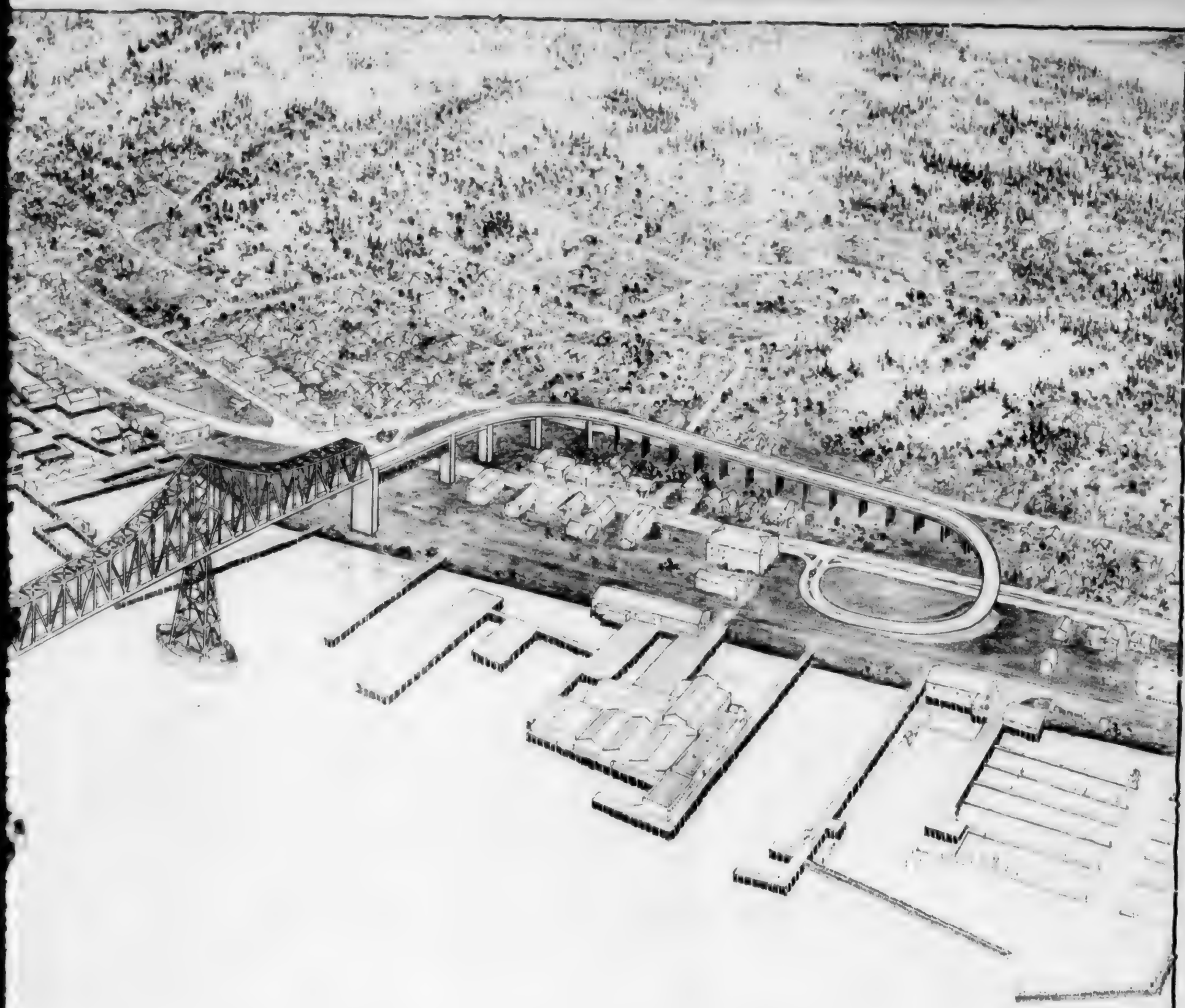


Fig I

N.L. Simmons 5/70

MAIN · CHANNEL · CROSSING · ·

240+00

250+00

260+0

Level

48 @ 59.7744 = 2867.73

Sta 238+53.77

153

163

173

183

240+00

250+00

260+0

260+00 270+00 280+00 290+00

PLAN

600' V.C. +5.62% 9372.23

5@120'=600' 3@354'=1062' 355.5' 605'

M.S.L.

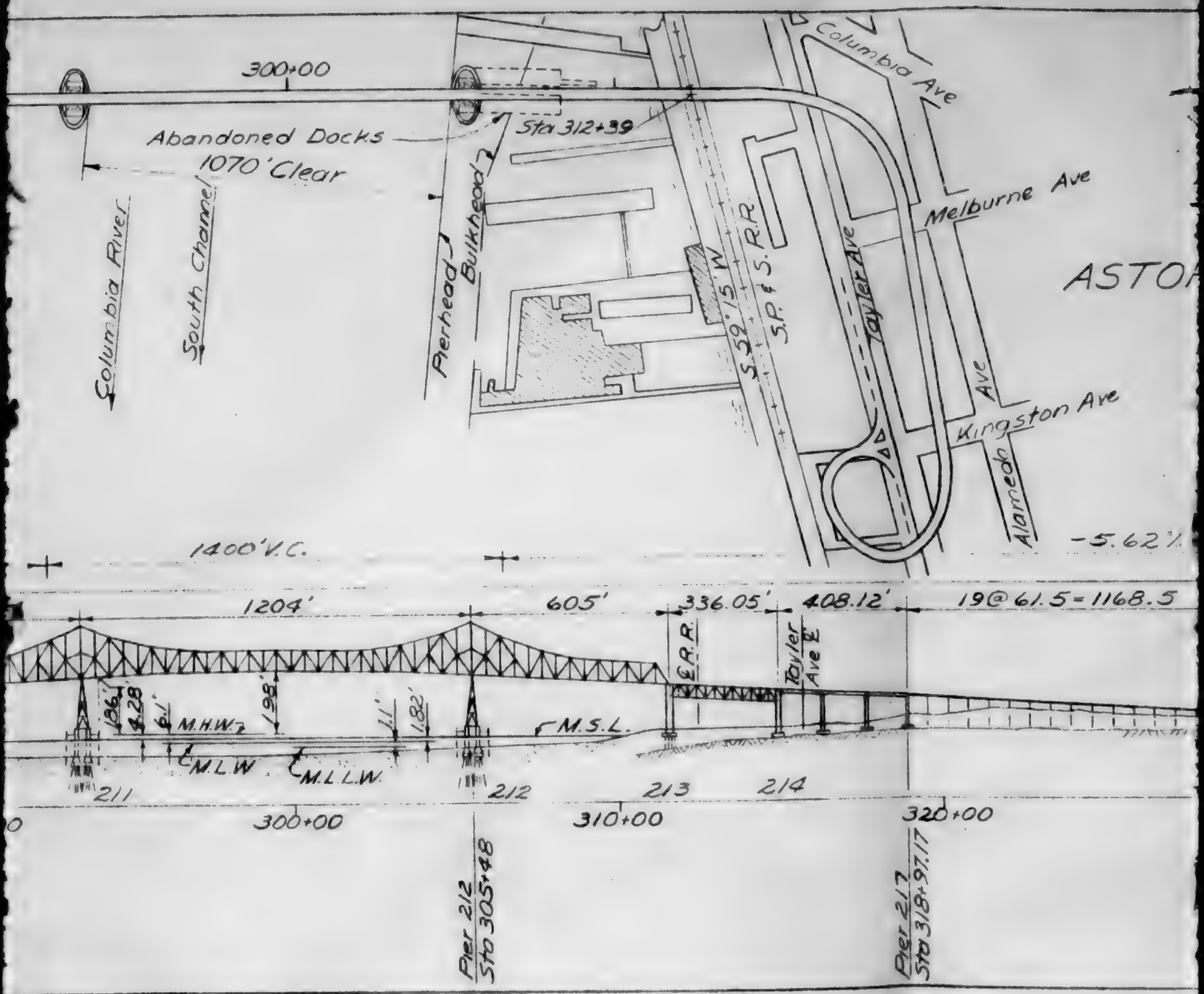
Sand

193 201 206 207 208 209 210

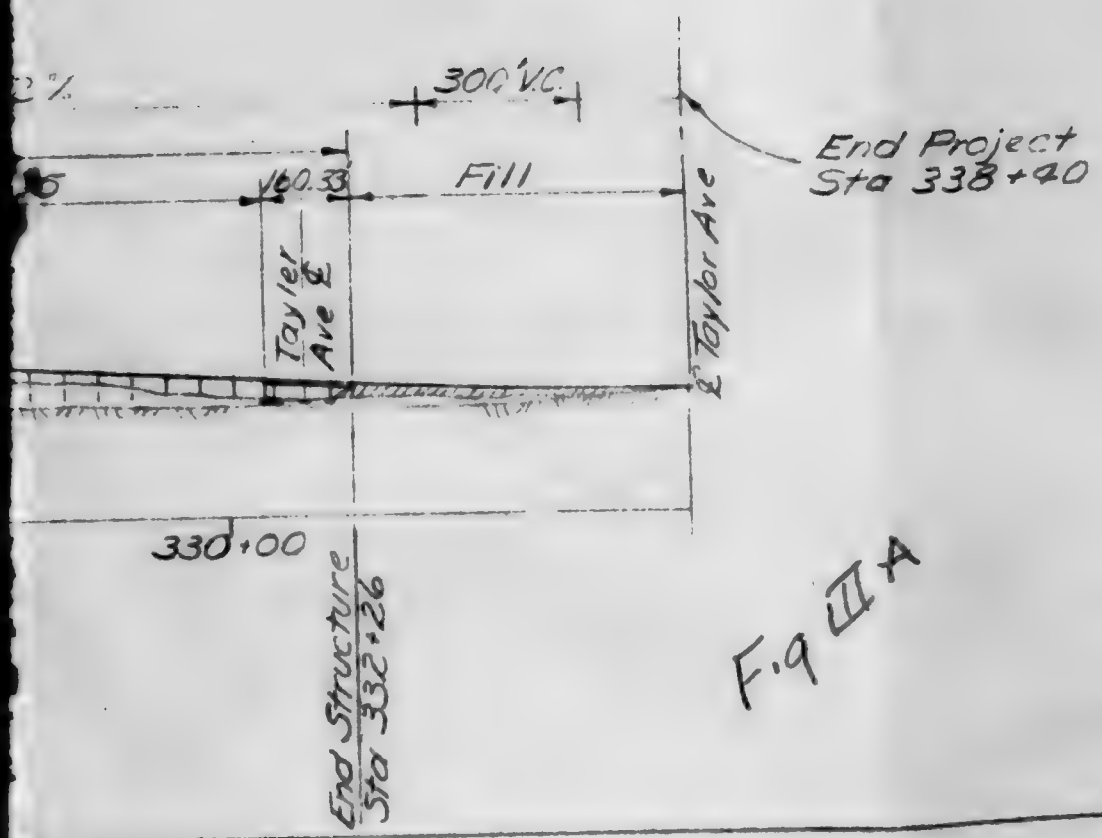
260+00 270+00 280+00 290+00

Pier #201
Sta 267+21.5

DEVELOPED ELEVATION


300+00
Abandoned Docks
1070' Clear
Columbia River
South Channel
Sta 312+39
Pierhead
Bulkhead
S 59° 15' W
S.P. & S. R.R.
Columbia Ave
Taylor Ave
Melburne Ave
Kingston Ave
Alameda Ave
ASTOR
1400' V.C.
-5.62%
1204'
605'
336.05'
408.12'
19@ 61.5 = 1168.5
S.P.R.R.
Taylor Ave
136'
4.28'
6.1'
M.H.W.
1.99'
1.1'
1.82'
M.S.L.
M.L.W.
M.L.L.W.
211
212
213
214
300+00
310+00
320+00
Pier 212
Sta 305+48
Pier 217
Sta 318+97.17

TORIA



F.9 III A

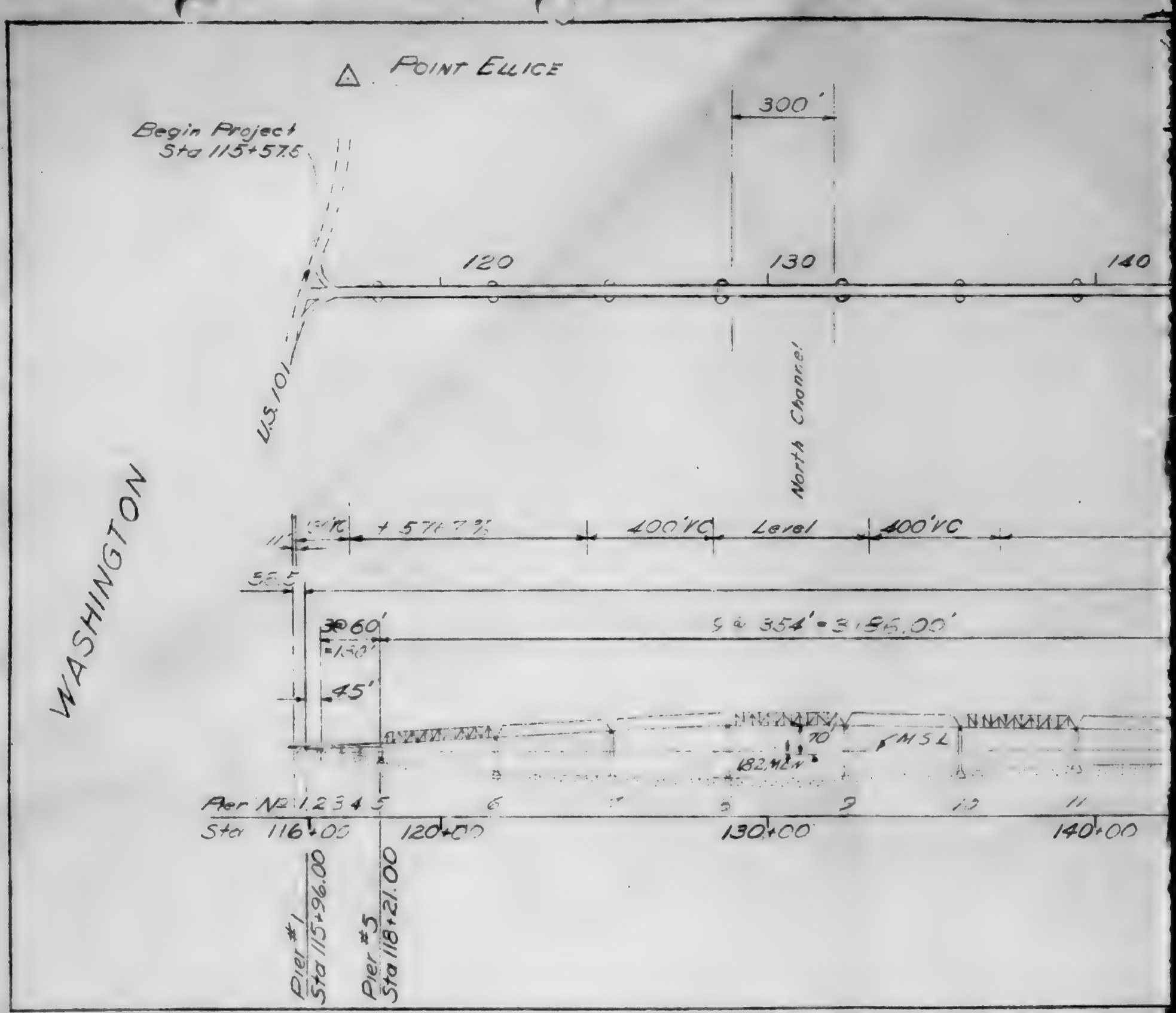
OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE @ ASTORIA

PLAN & ELEVATION

BR #7949 SCALE 1"=400' JULY 21, 1958

J.M.T. DRWG #7949-E61


POINT ELLICE
300'
Begin Project
Sta 115+57.6
120
130
140
US 101
North Channel
WASHINGTON
+ 57% 7%
400' VC
Level
400' VC
5 @ 60' = 300'
5 @ 354' = 1770.00'
45'
70
MSL
182.42'
Pier No 1 2 3 4 5 6 7 8 9 10 11
Sta 116+00
120+00
130+00
140+00
Pier #1
Sta 115+96.00
Pier #5
Sta 118+21.00

River

140 150 160 170

Columbia

PLAN

19147 T

420VC

@ 120' = 1080.00'

150+00 160+00 170+00

Pier #14
Sta 150+07.00

Pier #23
Sta 160+87.00

ELEVATION

180 190 200

Level

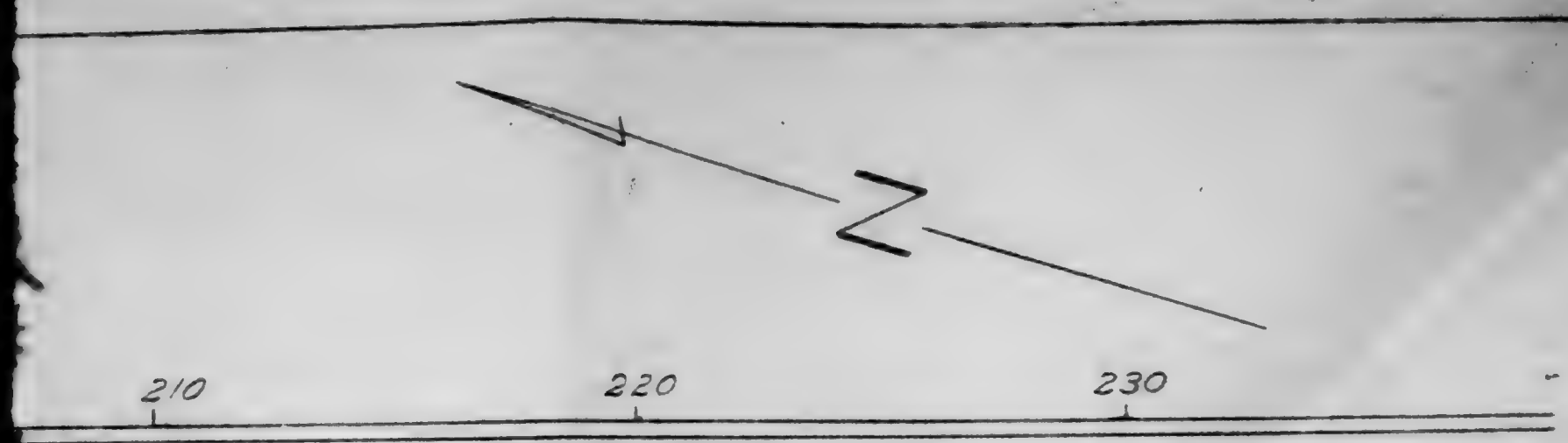
12,257.77'

130@59.7444' = 7766.77'

Sand

53 73 83 93

180+00 190+00 200+00

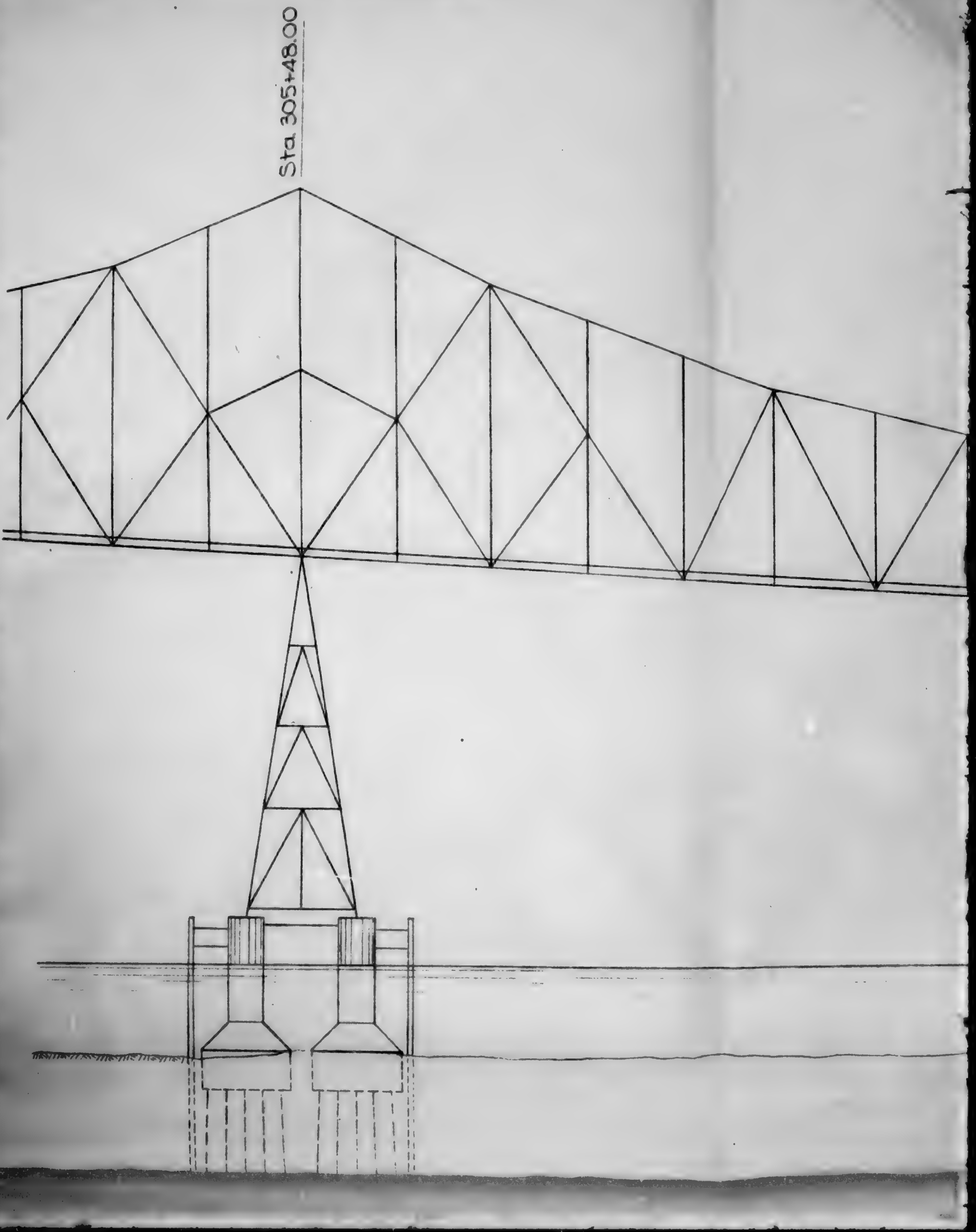


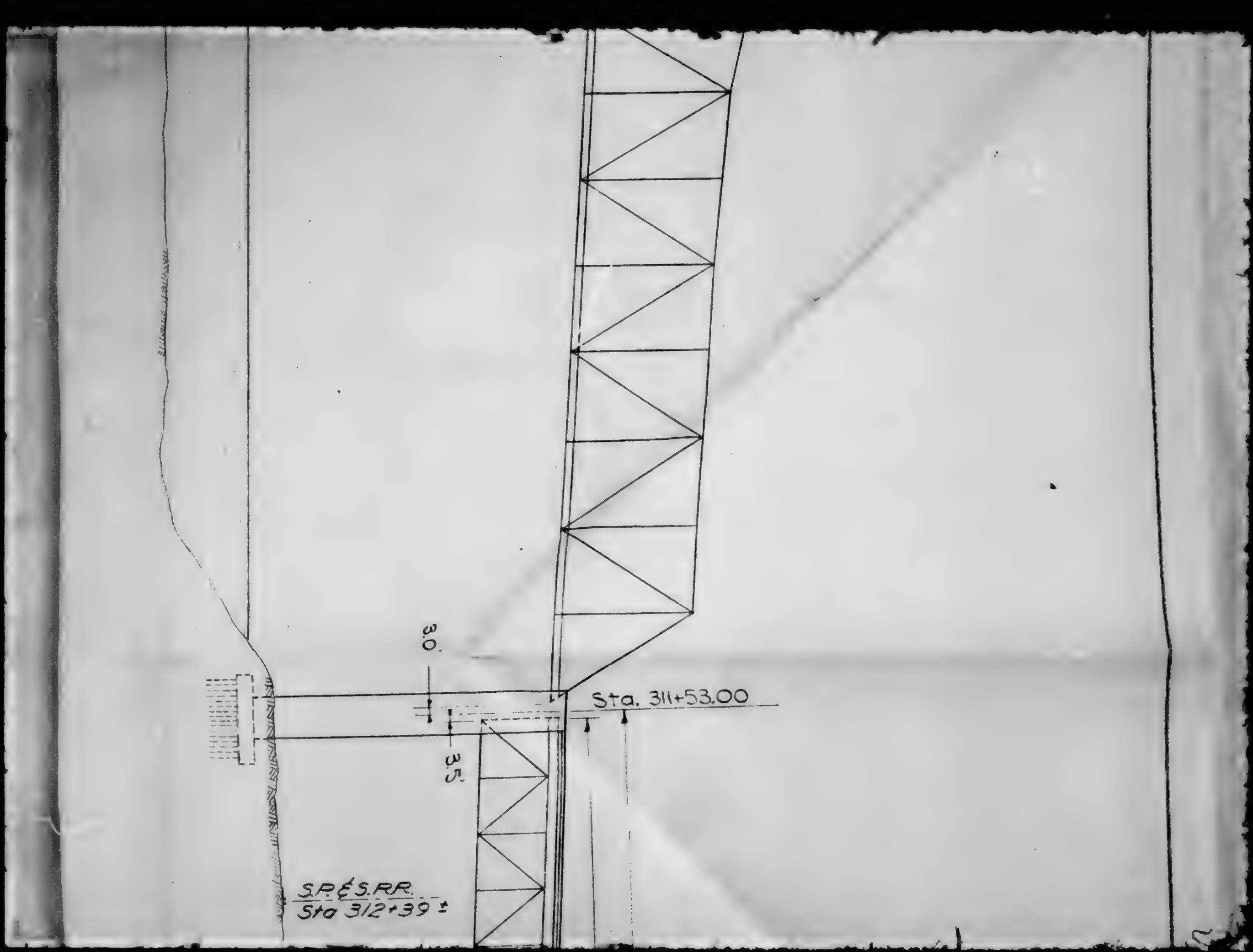
OREGON
STATE HIGHWAY COMMISSION

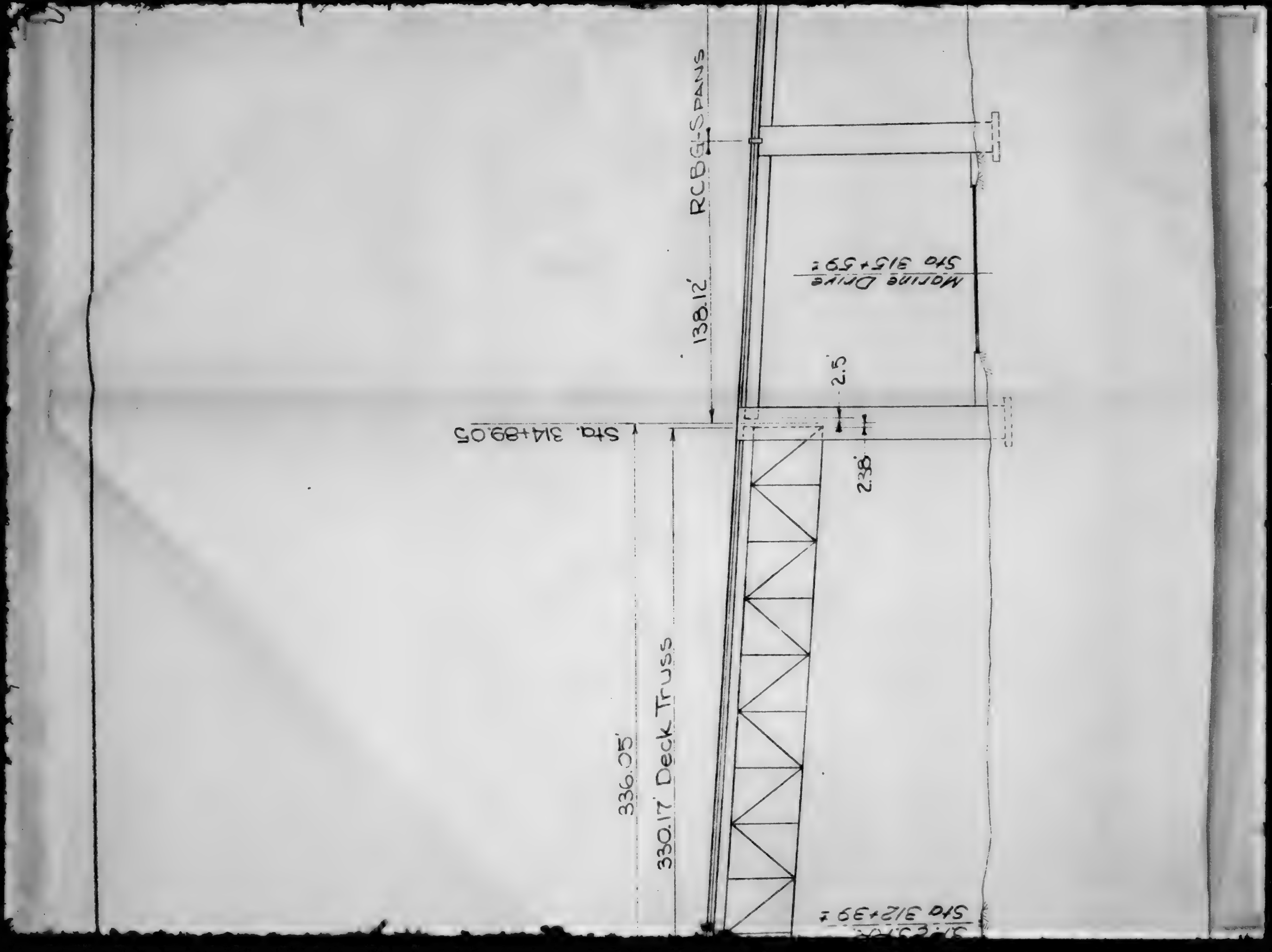
COLUMBIA RIVER BRIDGE
@ ASTORIA

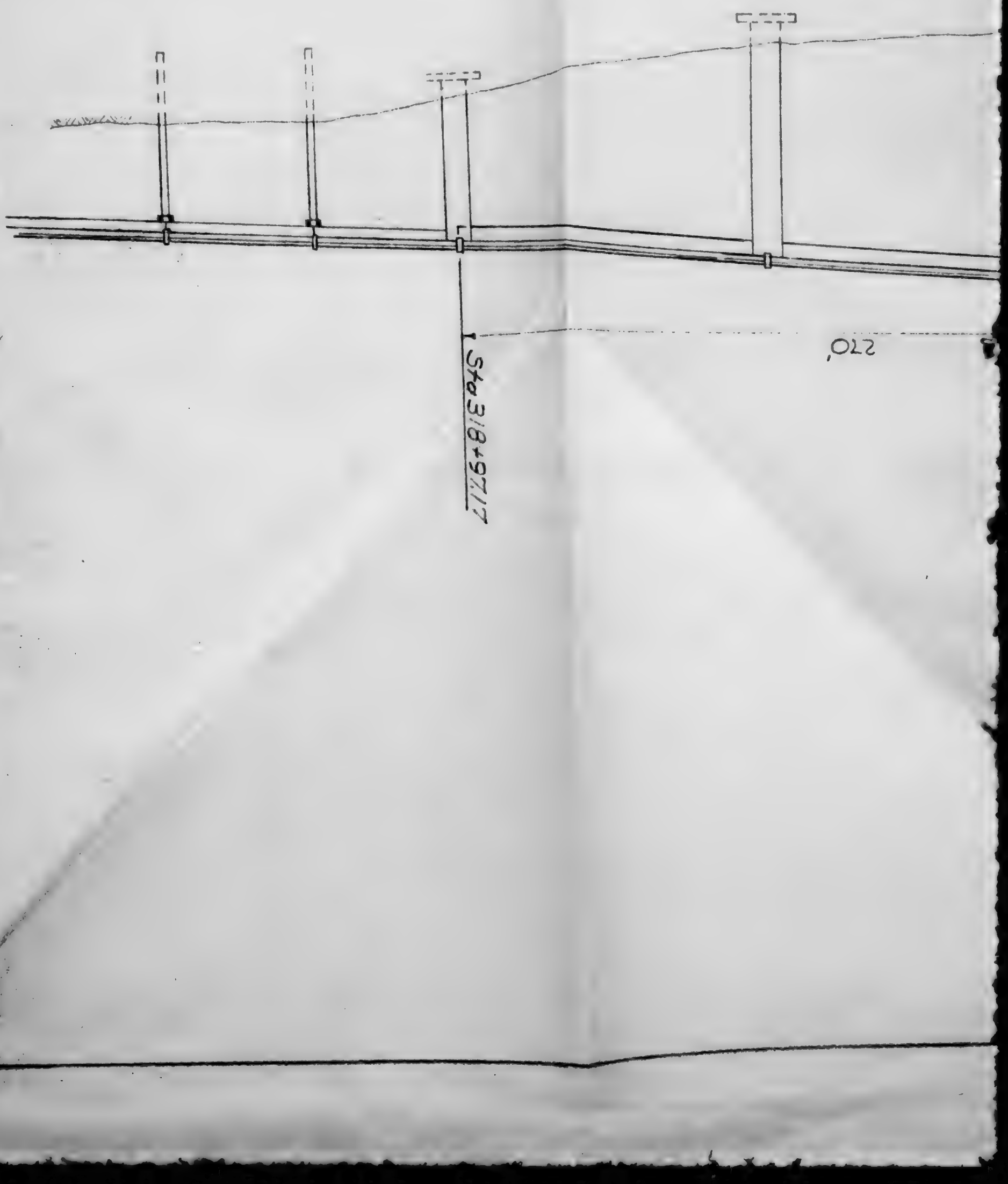
PLAN & ELEVATION
BR N° 7949 Scale 1"=100' July 15, 58
LLH DRWG N° 7949-C

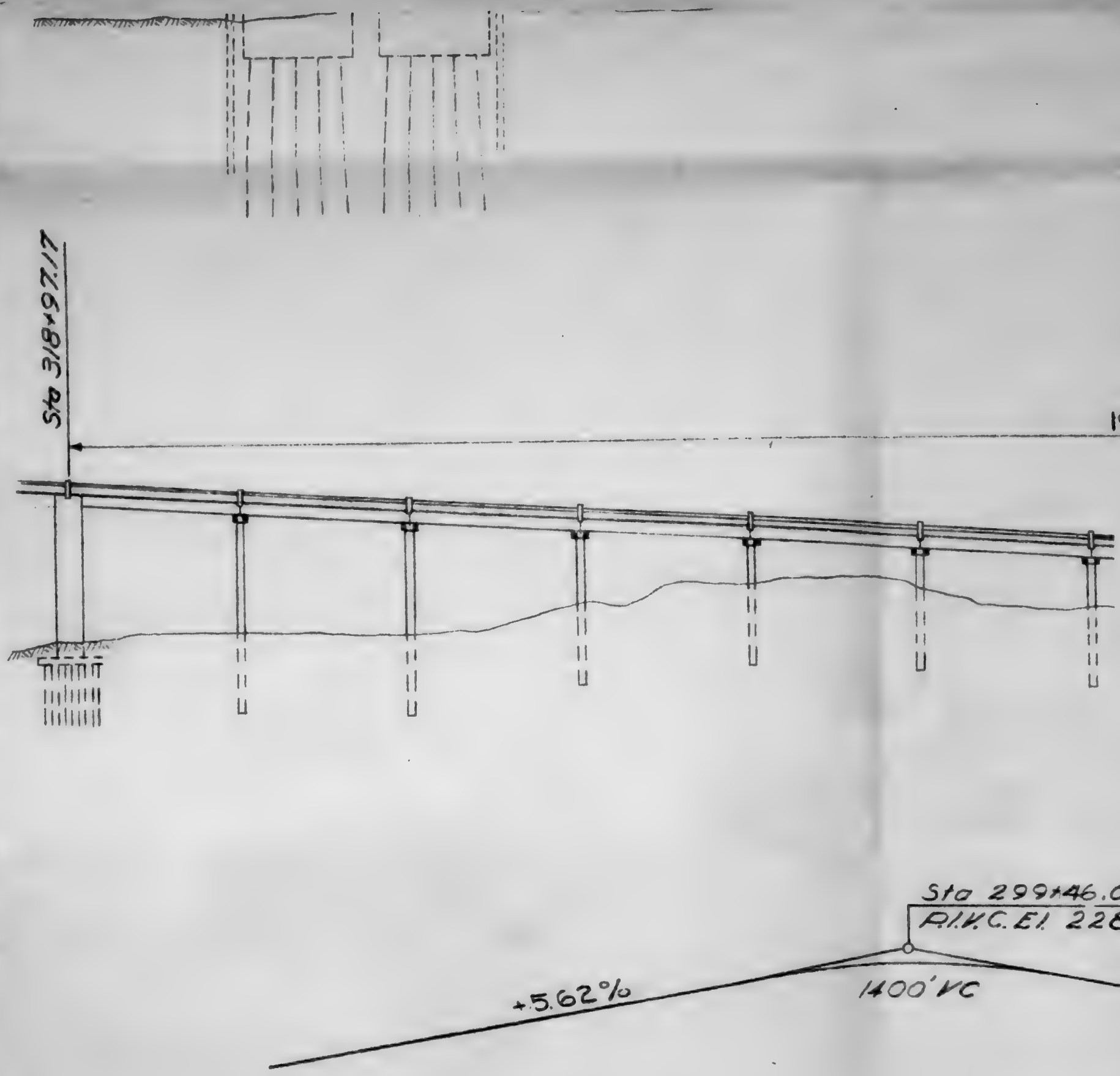
Fig II B


Sta. 305+48.00


3.0'
3.5'
Sta. 311+53.00
S.P.&S.R.R.
Sta 312+39 ±


RCBG-SPANS
138.12'
Sta. 314+89.05
336.05'
330.17' Deck Truss
2.5'
2.38'


Sta 318+92.17
270'



GRADE LINE DIAGRAM

Not to Scale

@ 61.5' = 1168.5'

DEVELOPED ELEVATION ON ROADWAY ℄

Scale 1" = 50'-0"

0
8.50

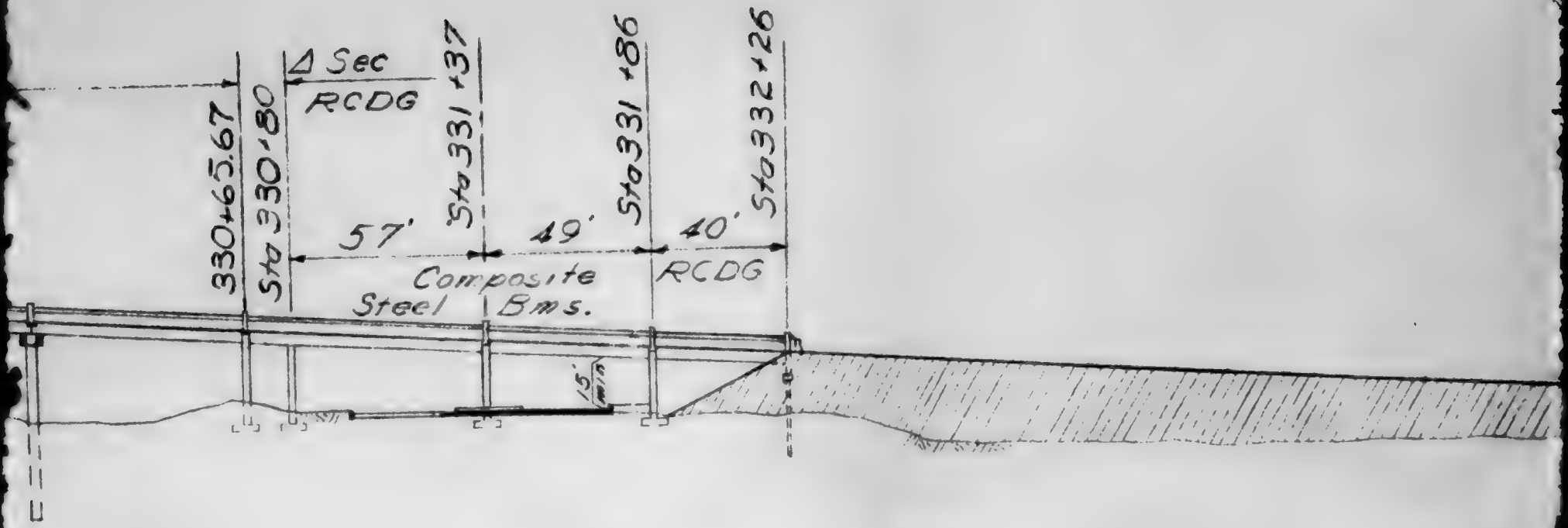
-5.62 %

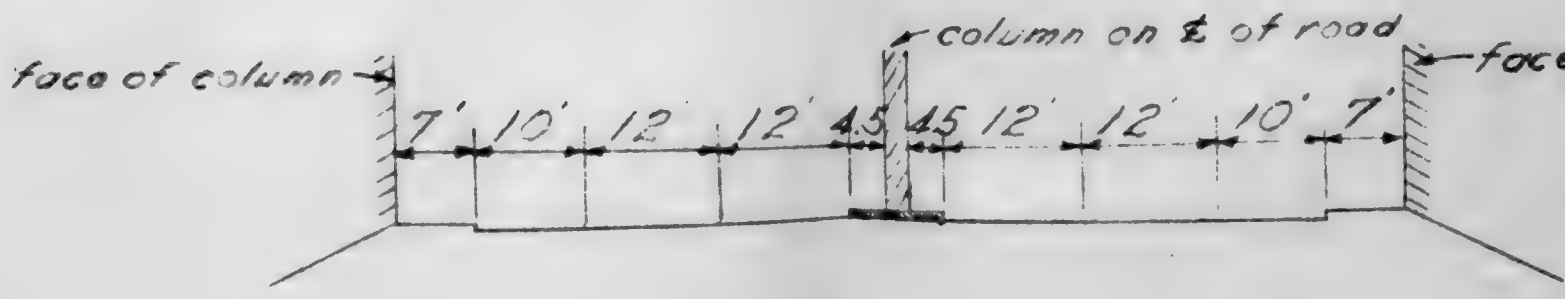
Finished Grade at ℄

300' VC

Sta 335+00.00
P.V.C. El. 28.77

RAM





CLEARANCE DIAGRAM FOR
FUTURE MARINE DRIVE DEVELOPMENT

Scale 1"=20'-0"

E. Morrison Drive

Fill

of column

Fig IV

OREGON
STATE HIGHWAY COMMISSION
COLUMBIA RIVER BRIDGE AT ASTORIA
ASTORIA APPROACH
DEVELOPED ELEVATION
CLATSOP COUNTY
BRIDGE N° 7949 Scale Noted JAN 23, 58
DRWG N° 7949-F
LLH

59'-9½" or 62'-9¼" c-c

℄ Bent
℄ Bearing

58'-3½" or 61'-3¼" c-c

9"

1'-2"

Sym obt
except as

16'-6"

14'-0" HALF RDWY

4'-3"

8'-6"

1'-3"

1'-6"

Bm B

HALF PLAN

PRESTRESSED BMS - CA

Scale ½" = 1'-0"

Place 1⅝" × 5½" × 10" t
@ abt 12" ctrs ter

3"ø 3 vert brs
x 3'-6" @ 3" ctrs

2"ø 5 brs

1'-4"

3"

59'-8" or 62'-8" o-c

Brs c

2"

11 sp @ 4" 3 @ 2" 9" 23½ sp @ 12" (59'-8" Bm)

Brs a

Brs b

½ pt

3/8"

brs f

1½" cl

1½" cl

brs a

brs c

3'-1"

4'-0"

3"ø 3 brs

7¼"

1½" cl

3" cl

Cast 2

1'-3" spcs @ 9"

Brs c

33"

10"

4½"

3"

4'-0"

9"

10"

3 spcs @ 12" 2 @ 9" same sp & sh

11½"

6"

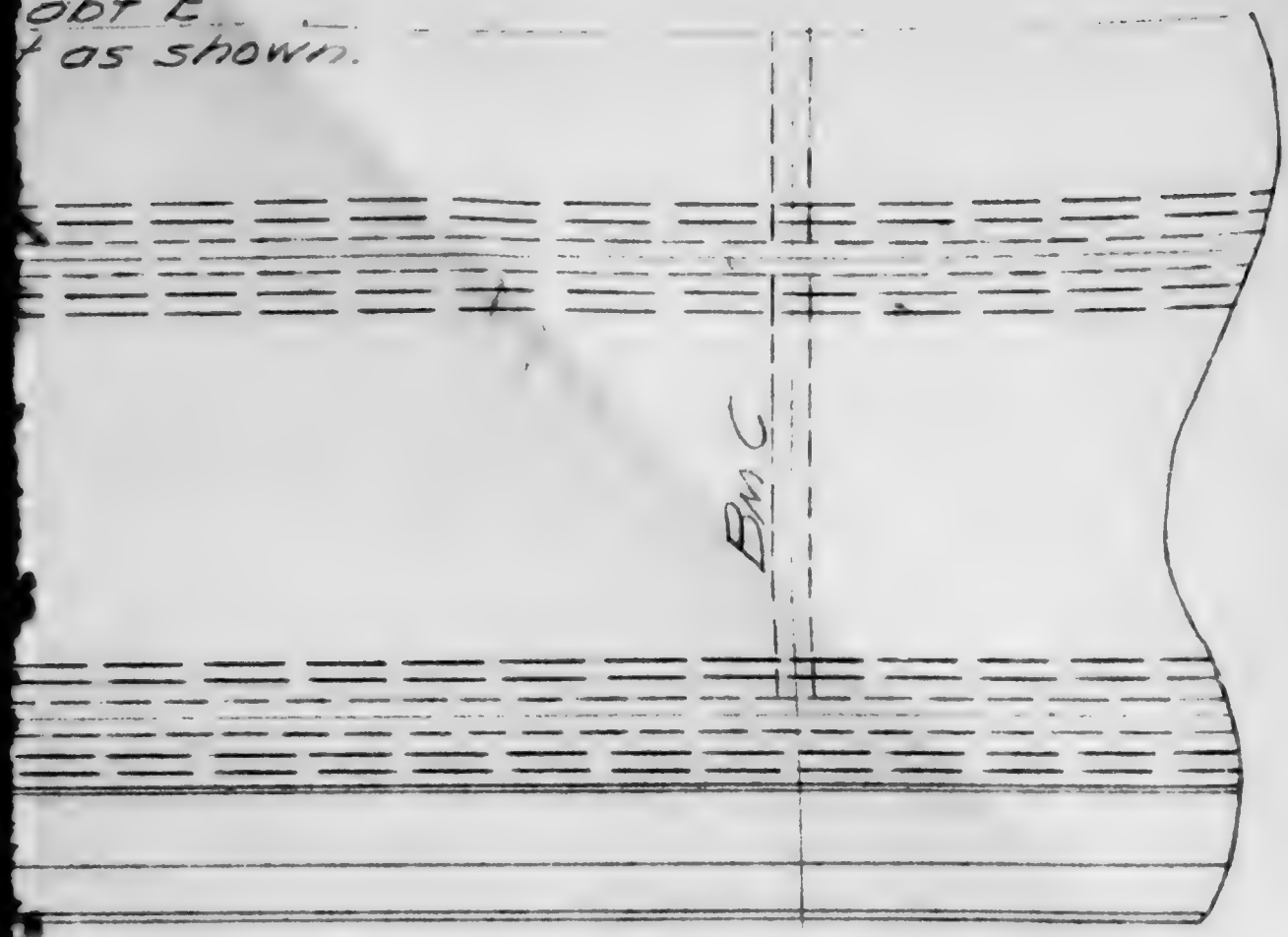
Upper
Prestr

Lower

c-c of bents

c-c of bearing

obt ℄
as shown.



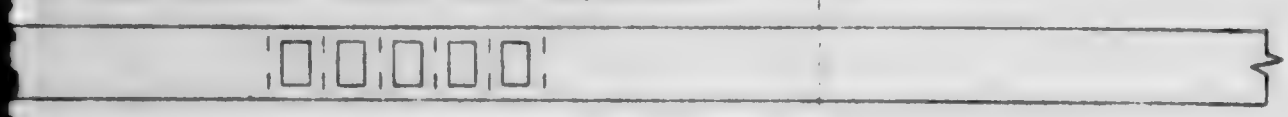
AN

- CAST IN PLACE DECK

'-0"

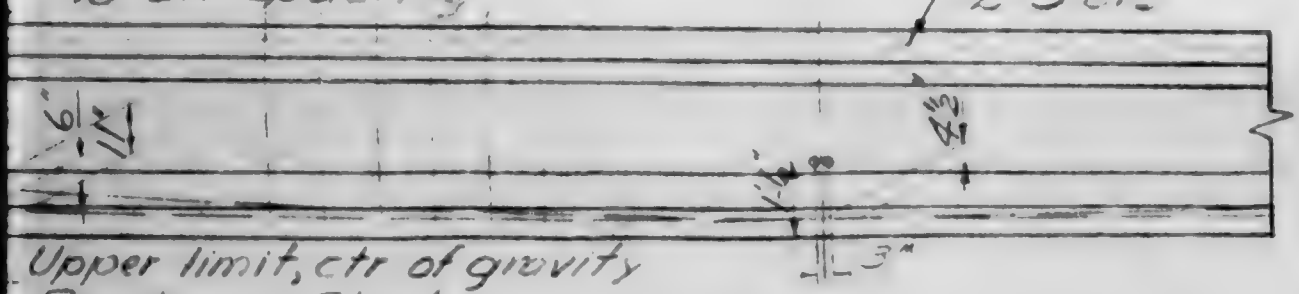
Sym obt ℄
except as shown

x10" beveled shear key
's between sts as shown



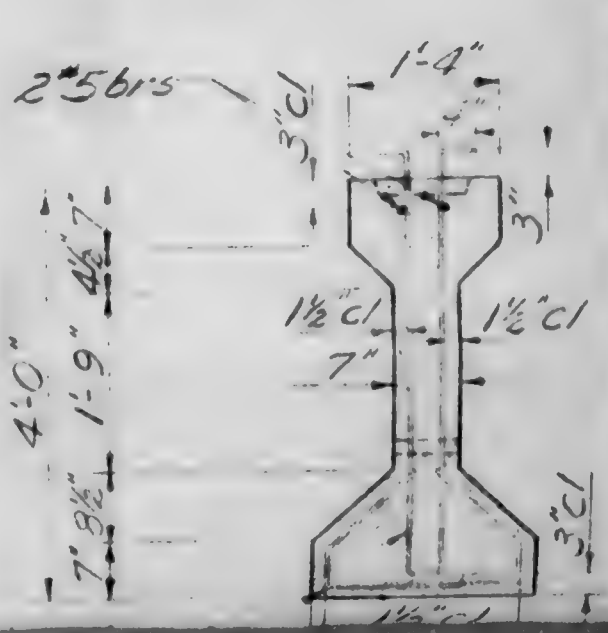
3" o-c of Bm

" Bm) 25 spc @ 12" (62'-8" Bm)
3/8" str spacing.



Upper limit, ctr of gravity
Prestress Steel

Lower limit, ctr of gravity



℄ Bent
℄ Bearing

6"

59'-9½"
55'-9½"

16'-6" Half Deck
14'-0" ROW
1'-9"
5'-6"
5'-6"
1'-3"

Bw'd

HA
REIN CONC - PR
S

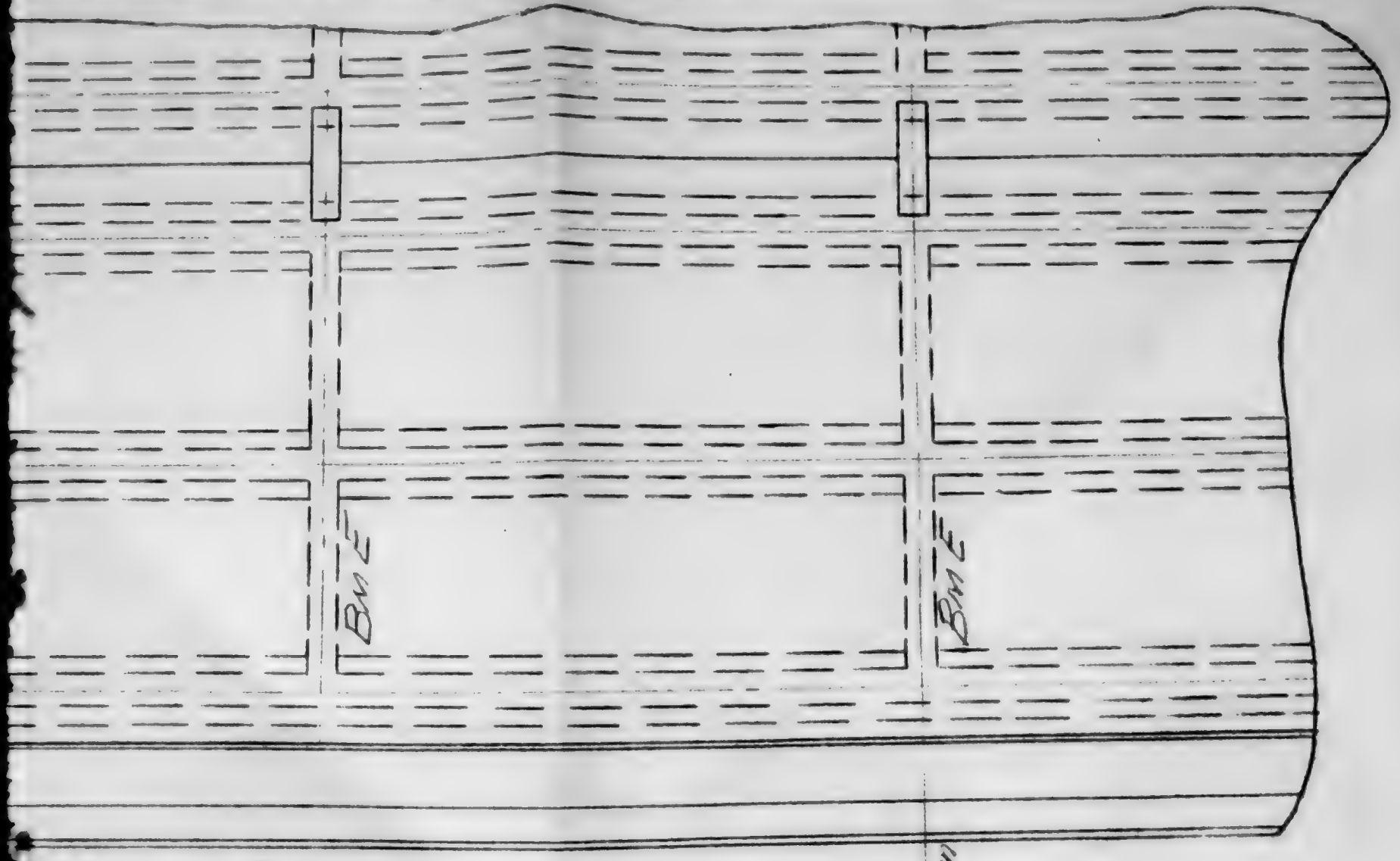
59'-8"

1'-4" @ 6"=3'-6" Bsp @ 9"=6'-0

4"
2"ø brs
1½" cl
1½" cl
1½" cl
6"
9"
brs "b"
brs "a"
4'-0"
3'-9"
0-0
#4 stirrups
9" 5½" 2'-9½"
#4 brs = at 18" c/c's
brs "d"
brs "c"
3" cl
3" cl
0-0
3 #11 bars x b'm

9'-9½" or 62'-9½" c-c of bearing

9'-9½" or 62'-9½" c-c of bearing



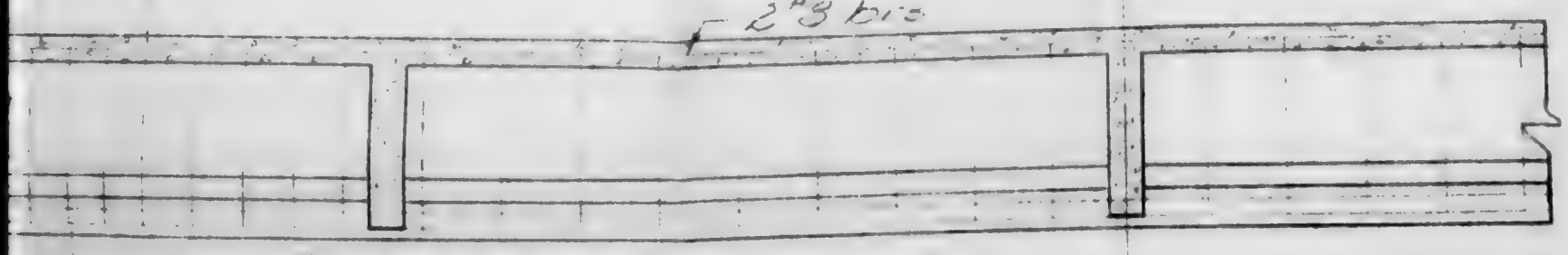
Sym. abt ℄ except as shown

HALF PLAN
-PRECAST-HALF DECK SECTION
Scale ½"-1'-0"

3'-8" or 62'-8" c c of Bms

'-6'-0" 4spc12@40" 10@18"-15'-0"(59'-8" bw) 11@18"-16'-6"(62'-8" bw)

#4 stirrup spacing

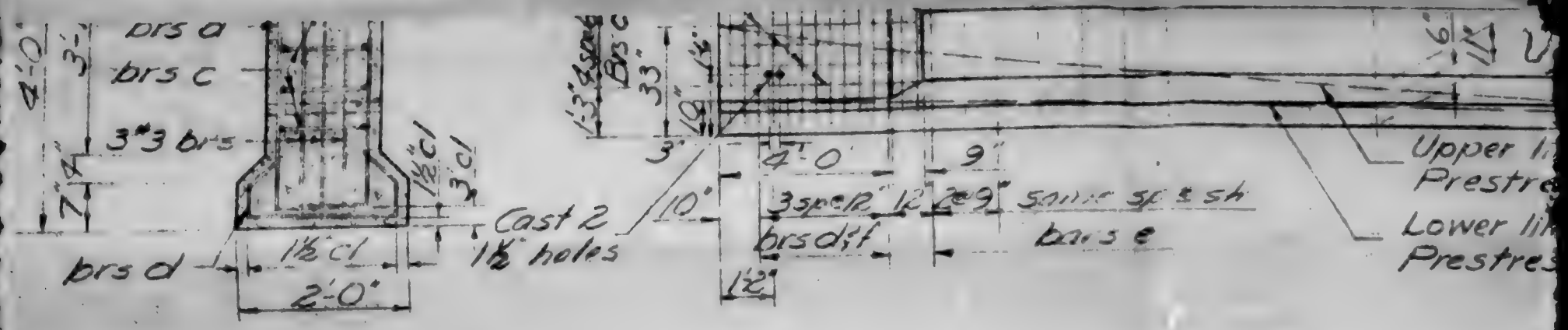


3"#11 brs × 42'-0" ctrd brs "a"

2"#11 brs × 50'-0" ctrd brs "b"

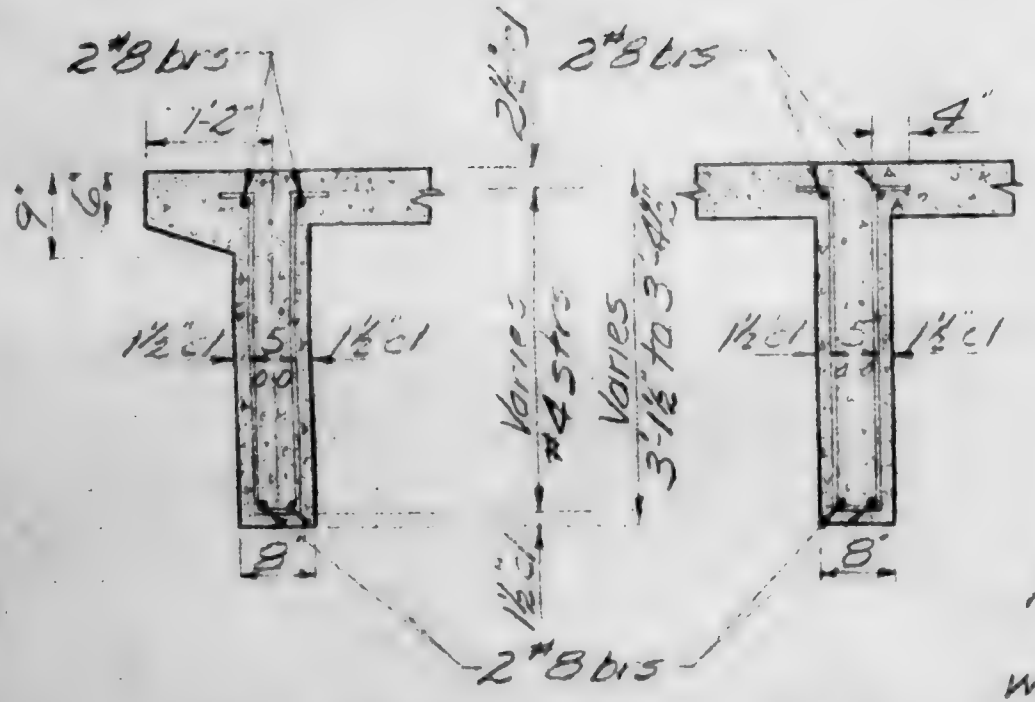
2"#11 brs × 58'-0" ctrd brs "c"

#11 lengths minus 4" + std 90 I.E. eu ends brs d

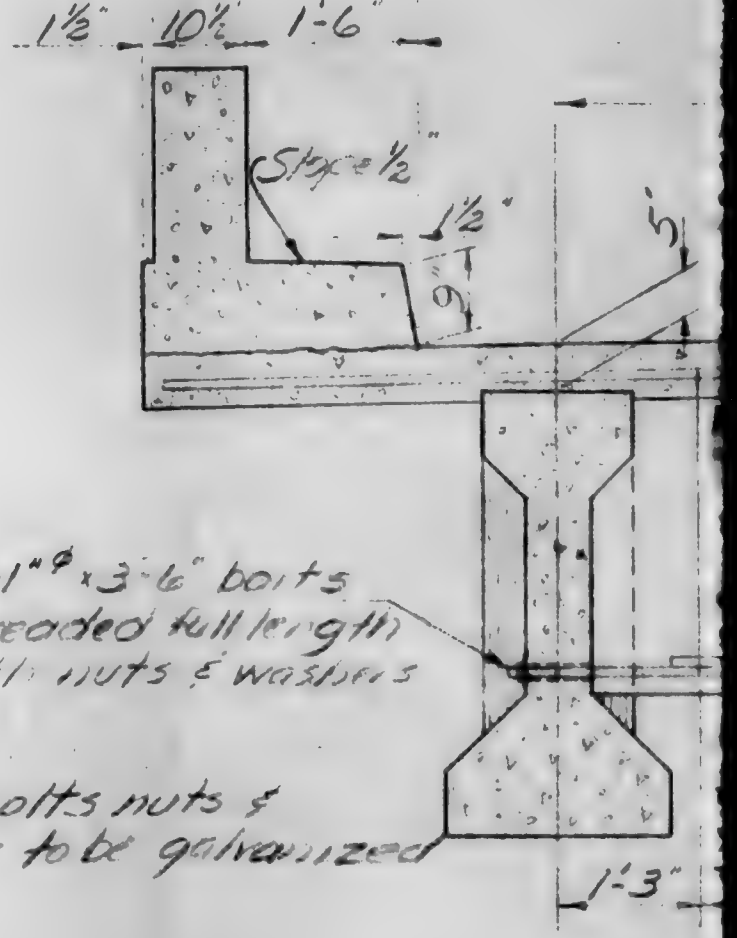


END BLOCK SECTION
Scale ½"-1'-0"

PRESTRESS
Scal



BM B



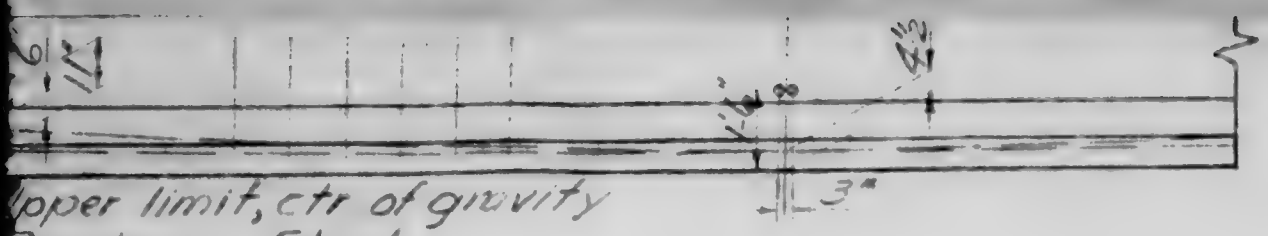
BM C

Scale ½"-1'-0"

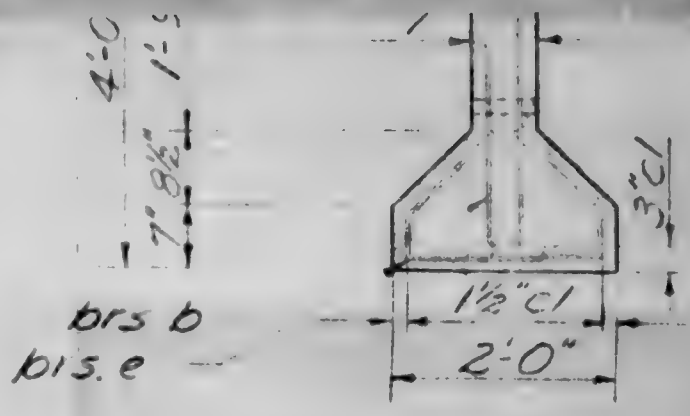
PRESTRESS DATA

Beam Length	Beam Weight	Prestress Force	
		Initial max	Final min
59'-8"	20.0 Ton	625 K	480 K
62'-8"	21.0 Ton	675 K	520 K

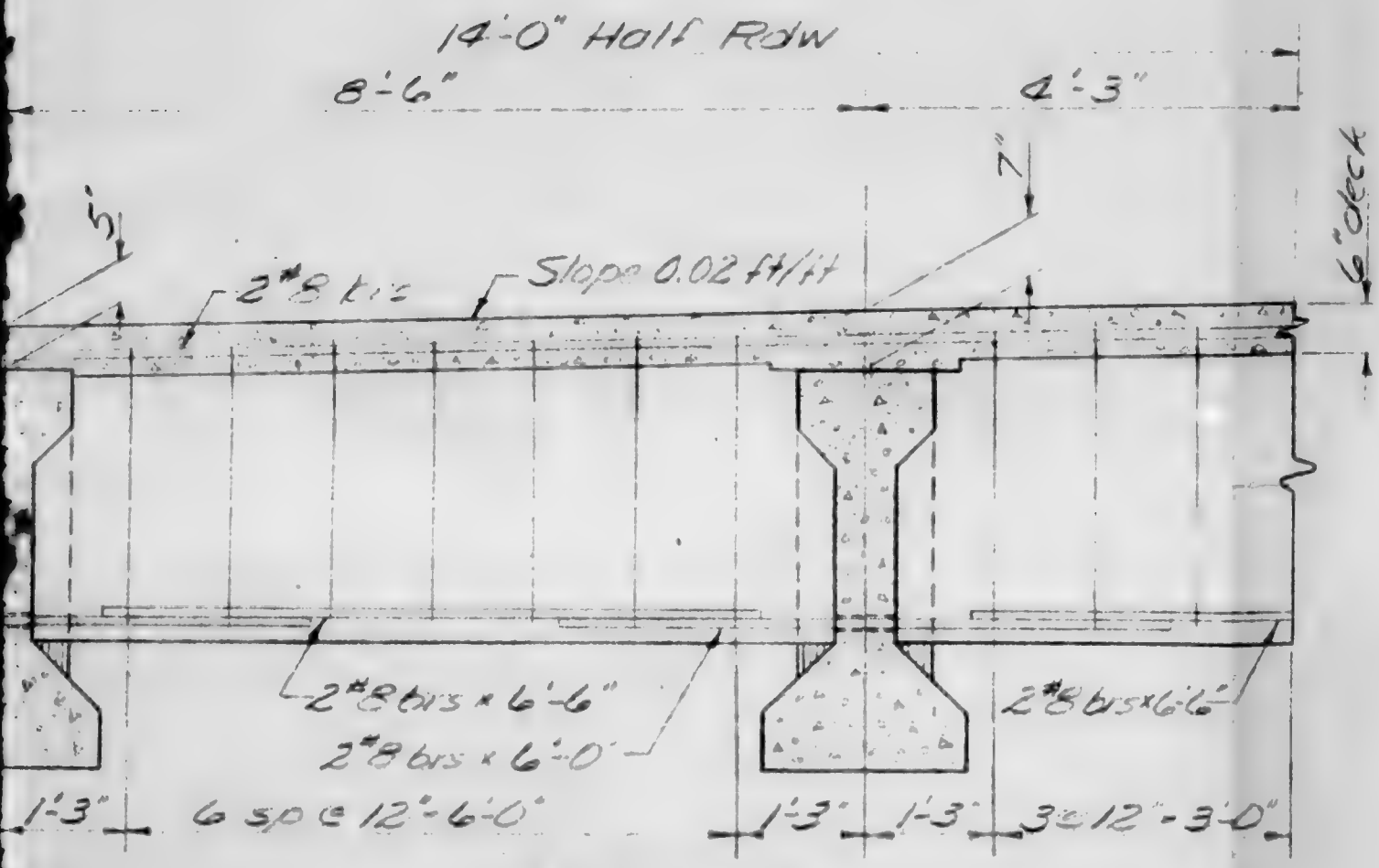
PRESTR



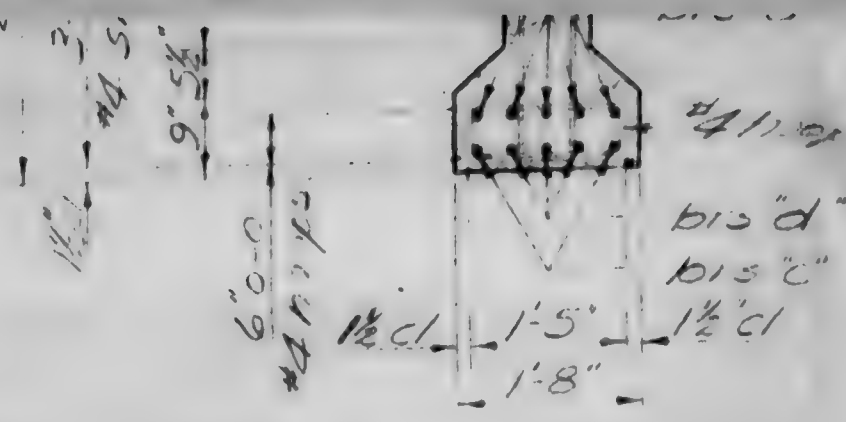
PRESTRESSED BM ELEV
Scale ½"-1'-0"



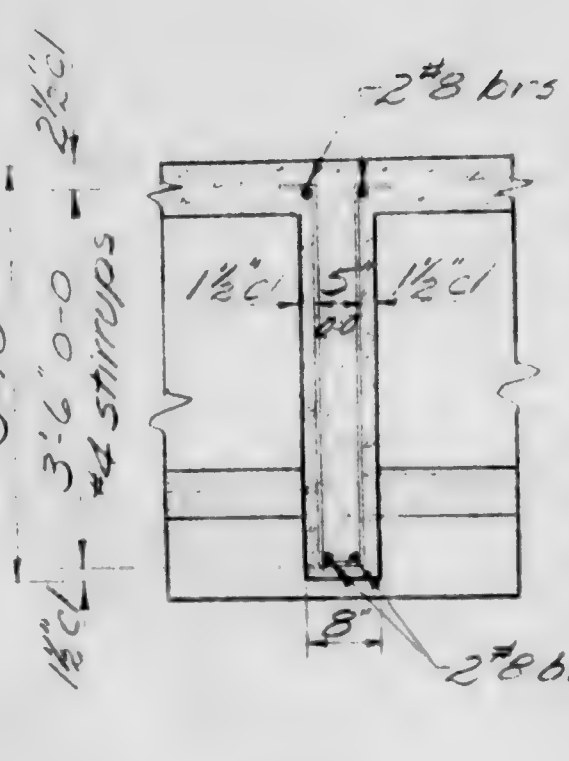
PRESTRESSED BM SECTION
Scale ½"-1'-0"

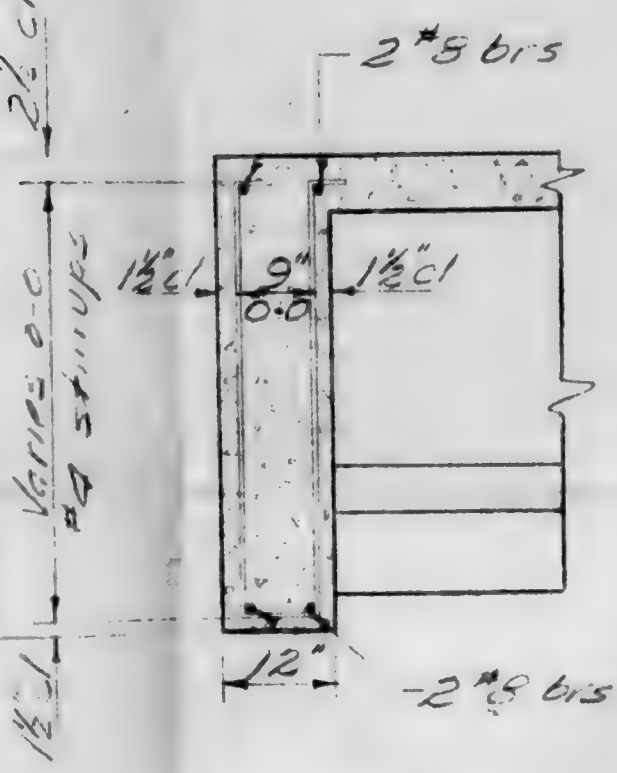


DECK SECTION
STRESSED BMS - CAST IN PLACE DECK
Scale ½"-1'-0"



REIN CONC
BM SECTION
Scale ½ = 1-0"





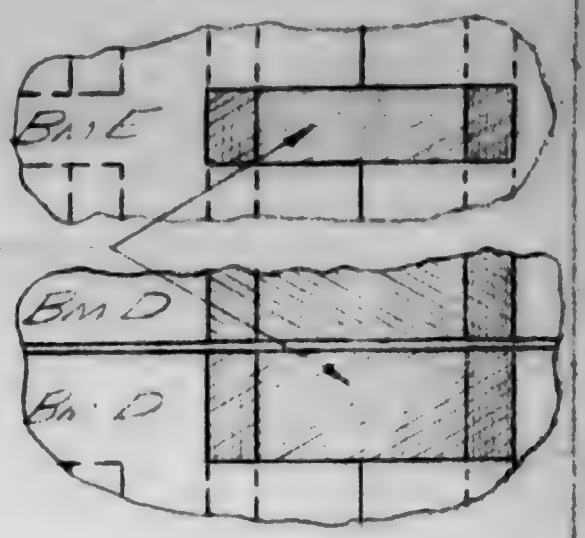
BM E BM D

Scale ½"=1-0"

SPAN WTS.
HALF DECK SECTION
59'-9" span 109.2 Tons
62'-8" span 114.5 Tons

3"# 11 bis × 42'0" c to c bis "a"
2"# 11 bis × 50'0" c to c bis "b"
2"# 11 bis × 55'0" c to c bis "c"
Length min = 4' + c to c

REIN CONC BM ELEV
Scale ½" = 1'-0"

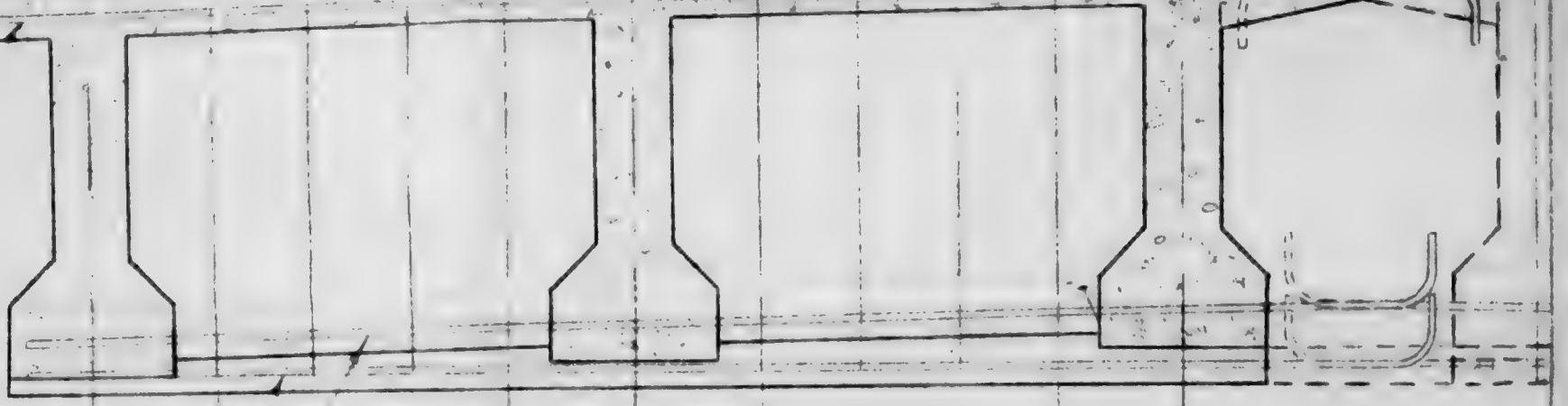


Cast-in-place conc

1'-6"

14'-0" Half Row Width

1'-3" 5'-6" 5'-6" 1'-9"



2"# 6 bis Bm E
2"# 6 bis Bm D
1'-3" 3 spc @ 12" 1'-3" 1'-3" 3 spc @ 12" 1'-3"
#4 stirr. spacing

DECK SECTION
REIN CONC - PRECAST - HALF DECK SECTION

COLUMBIA RIVER BRIDGE @ ASTORIA
VIADUCT SPANS 59'-9½" or 62'-9½"
CLATSOP COUNTY
BRIDGE # 7949

Fig V

Date: 4/15/52
Drawn by: J.M.T.
Dwg No:

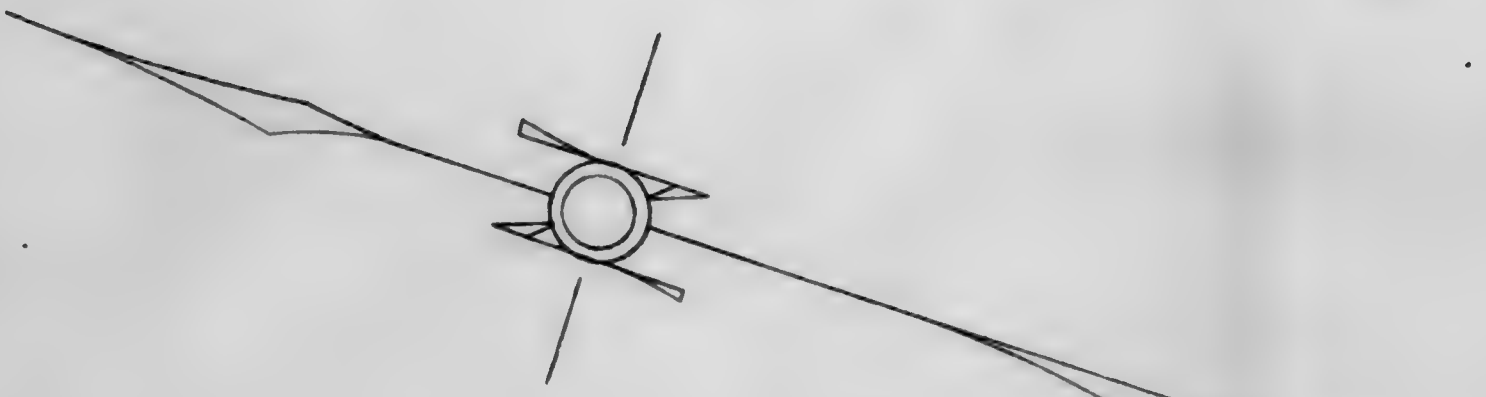
P4 Line S79°24'29.5"W

Approx. Hwy ℄

87' Rod

S17°02'E

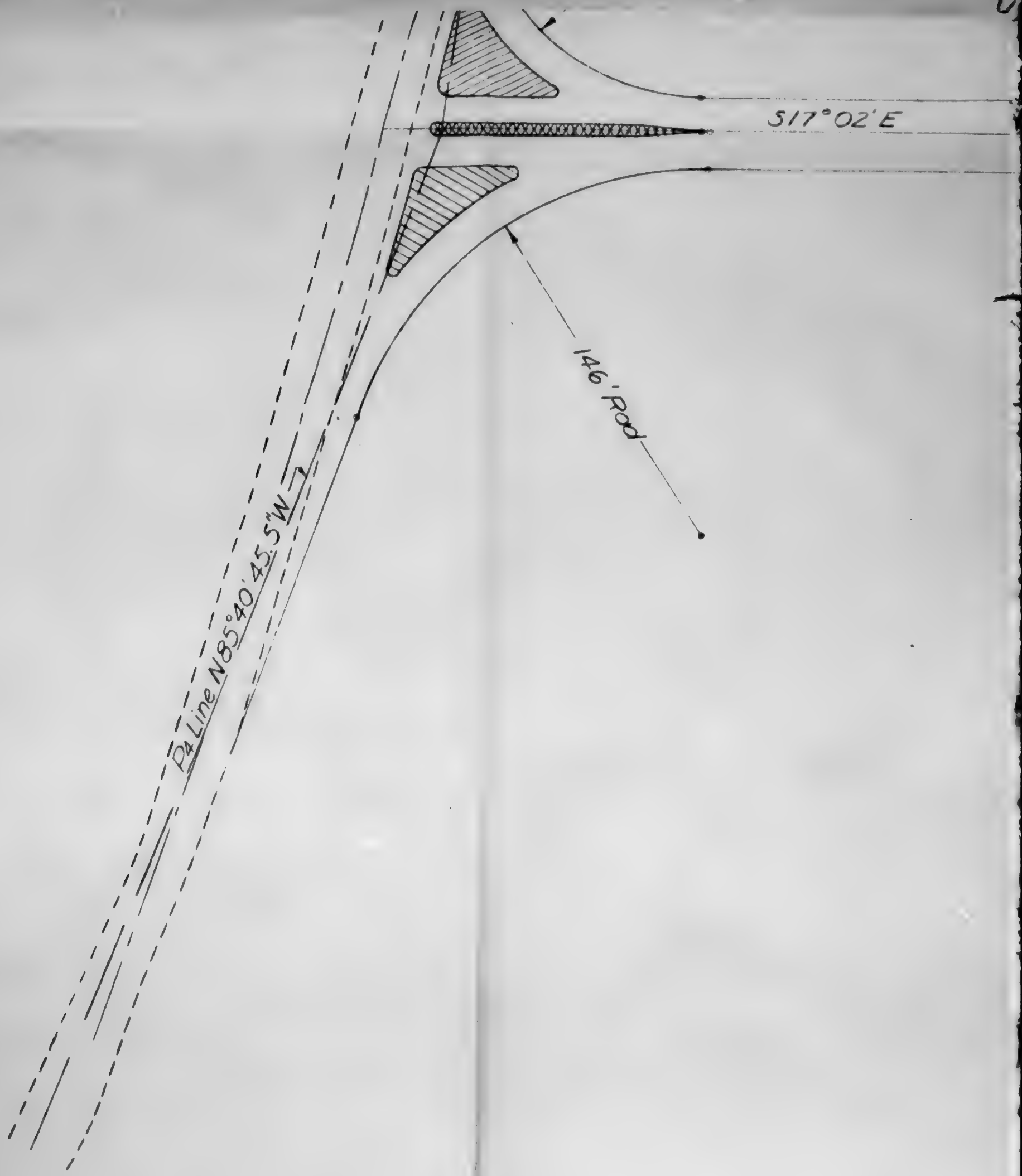
Approx Hwy 87



Road

S17°02'E

To Acton


S17°02'E
146' Rod
P4 Line N85°40'45.5"W

TO ASTORIA →

COLUMBIA RIVER BR @ ASTORIA

POINT ELLICE CONNECTION

CLATSOP COUNTY

BRIDGE # 7949

Fig VI

Date : 10-30-58
Drawn by : J.M.T.
Drwg No :

RECEIVED
NOV 3 - 1958
FOR FILING

October 31, 1958

Mr. W. A. Bugge, Director
Washington Department of Highways
Olympia, Washington

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Gentlemen:

As you know, there has been some controversy as to the type of structure which should be proposed for the Astoria Bridge over the Columbia River. The type which we have recommended is a cantilever bridge. The suspension bridge type has been advocated by an outside engineer. In order to check our recommendation, we have asked Mr. Chas. E. Andrew, Chief Consulting Engineer of the Washington Toll Bridge Authority, and Mr. Ralph A. Tudor, of the Tudor Engineering Company, for their views on the matter. I am attaching copies of letters from both of these engineers. You will note that they both concur with us in the type of selection.

Their estimates of cost for the cantilever type are very close to our estimates. Mr. Andrew estimates that the cantilever type would cost $139,500 more than we have estimated while Mr. Tudor estimates the cantilever type as $390,600 less than we have estimated. The estimates vary quite widely on the suspension bridge type. Mr. Andrew estimates that the suspension bridge would cost $2,545,000 more than the cantilever. Mr. Tudor finds the suspension bridge to cost $7,610,000 more than the cantilever, while our estimates show the suspension bridge to cost $5,192,000 more than the cantilever. I do not know why there is such a wide difference for this type of structure, but, in any event, our estimates seem to be about the average of the other two.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RALPH A. TUDOR
L. A. NELGERSON
CARL A. TREXEL

TUDOR ENGINEERING COMPANY

595 MISSION STREET, SAN FRANCISCO 5 - YUKON 2-0010

October 28, 1958

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

We are responding to your letter of September 19th in which you asked us to reexamine the type selection for the proposed bridge over the Columbia River at Astoria, Oregon. You particularly requested that we give consideration to the proposal for a multiple-span suspension bridge across the river at this point. This multiple-span suspension bridge is shown in drawings which you sent us and on which is noted that the design was made by Mr. Dexter R. Smith of Salem, Oregon.

These plans show that the proposal for a south channel crossing of the river is for a series of suspended spans of the following lengths proceeding from south to north: 302', 854', 1204', 978'3", 852'6", 426'3". For three of the spans (854', 978'3" and 852'6") there is shown a vertical tiedown near the mid span. This is assumed to be for the purpose of stiffening the suspension system.

For the north channel crossing the plans show a series of suspended spans of lengths from south to north of 500', 1000', 1000', 1000' and 500'. . At the mid point of each of the 1000' spans there is a vertical tiedown or support which is presumed to be for the purpose of stiffening the suspension system.

You have also furnished us with a drawing of a cantilever crossing of the south channel. This cantilever is slightly longer in span than the one described in our report of March 1952 on this crossing. However, for all practical purposes it is entirely comparable.

There follows a discussion of various pertinent points relative to the type of bridge for this crossing.

I. TYPE OF STRUCTURE - GENERAL COMMENTS

There is no fine line of division where it is proper to change from a cantilever to a suspension bridge. However, where anchorage conditions are excellent for suspension bridge cables and other circumstances are favorable it is not uncommon to built suspension bridges in sites where the main span crossing is somewhat less than a thousand feet. In unusual circumstances, where it is difficult to transport material, or

where the crossing is over a very deep gorge, even shorter spans have been built. However, where foundation conditions and particularly conditions for anchorages are not favorable and a relatively heavy duty bridge is required, the cantilever type structure has been preferred by American engineers up to spans of 1400 feet and even more. It is generally only when horizontal clearance must be above 1400 feet that a suspension bridge is substituted for a cantilever when the anchorage conditions for the main cables are unfavorable.

Under the circumstances involved in this crossing where some anchorages must be placed in the river itself at low level and be supported on piles, and where navigation requires only a single opening and that not exceeding 1100 feet, or at most 1200 feet, a suspension bridge is not, in our opinion, indicated.

2. MULTIPLE-SPAN SUSPENSION BRIDGE

There have been a few multiple-span suspension bridges built in the world, but not of any long spans. The one suggested in this instance would be very flexible and would have to be particularly stiffened against excessive vertical movements. The designer has proposed to use what appear to be vertical tie downs near the mid-points of several spans to provide this stiffening. Such tie downs would be subject to substantial tensile forces and would add to the main cable stress. The piers for these tie downs would have to be sufficiently heavy to provide the necessary anchorage or provision would have to be made to put tension in the supporting piles. We do not favor this method of stiffening.

During the design of the San Francisco - Oakland Bay Bridge studies were made of a multiple-span suspension bridge for the west channel crossing. Designs were developed which, in theory at least, were substantially more economical than the design finally adopted which included the center anchorage. In that instance, it was proposed to provide stiffness in the structure and bring bending stresses in the towers within acceptable limits by use of tie cables along the tops of the towers and back to the anchorages. It was found that these tie cables would have to have a cross-sectional area of approximately one tenth that of the main cables and a sag to span ratio of 0.025. (See ASCE Transactions for 1935, Page 1179) We would prefer this method of stiffening.

However, either method would result in a unique and rather unorthodox structure. While progress is only made by introducing new devices, and this design is an intriguing one, its very uniqueness in comparison with structures that have been built would make it extremely

difficult to finance by the sale of revenue bonds and very difficult to insure. In spite ofits economic attractiveness for the San Francisco-Oakland Bay Bridge it was primarily disapproved by the board of consulting engineers because it was not considered possible to finance and insure it. There is no reason to believe this condition has changed.

3. COST

We have made reference to the actual cost of construction of bridges that have been built in recent years. These have been reduced to cost per square foot of structure plan and adjustments made for the length of spans and foundation conditions generally peculiar to the various projects. On this basis we estimate that the south channel crossing between stations 269 + 66.00 and 318 + 97.17, as proposed by you, will cost approximately $10,073,000. Your estimate of this section is $10,853,139. These are quite close. Using the same method of estimate for a multiple-span suspension bridge with tie cables for stiffening we estimate the cost between the same stations at $12,450,000. This exceeds your estimate of $9,910,822 by $2,539,178. We cannot determine the reason for this difference without more extensive analysis and we are not prepared, therefore, to assume our figures more nearly correct than yours. However, we believe it is fair to conclude that there is little, if any, cost saving in the suspension system and it is very likely to cost more than the cantilever and simple span combination proposed by you for the south channel crossing.

For the north channel crossing between stations 118 + 21.00 and 160 + 87.00, as proposed by you, we estimate the cost at approximately $5,267,000. This compares with your estimate of $4,877,458. These two are reasonably close. Our estimate of cost of the multiple suspension system for this section is $10,500,000 as compared to your estimate of $7,659,420. Again, we are substantially higher. However, regardless of this difference both your office and ours concur that the suspension system would be considerably more costly for this part of the crossing.

4. FOUNDATION CONDITIONS

From the information available to us we believe that foundations for either a cantilever or suspension bridge can be built without undue difficulty. However, the foundation conditions, particularly for the anchorages of the suspension bridge which must be located in the river, are not wholly satisfactory. It will be necessary to place such anchorages on piles and only their buoyant weight will be available to resist the pull of the cables. They will have to be very heavily secured against horizontal movement.

5. EXPOSURE

The site of the proposed bridge is unusually exposed both to winds and to wave action. A suspension bridge is particularly vulnerable to winds and considerable difficulty has been experienced in providing sufficient stiffness in structures of this type to assure against damage from this source. The Golden Gate Bridge in San Francisco has recorded considerable distress and is in a similarly exposed position.

In the proposedsuspension bridge for this location the width between trusses appears to be less than the minimum considered necessary for the length of span proposed. Even if the ratio is increased to provide at least 40 feet between trusses it would be necessary to provide a double system (top and bottom chord) of horizontal trusses. This was found necessary on the Golden Gate Bridge and was accomplished several years after the original construction.

By contrast, a cantilever bridge for the main crossing and simple spans for the remainder of the crossing would be much stiffer and far less vulnerable to wind action.

SUMMARY

To summarize, it is our opinion that the crossing of the Columbia River in the vicinity of Astoria should not be a suspension bridge of any kind but should provide a cantilever for the main channel crossing near the south shore and appropriate simple trusses and girder span elsewhere unless a navigable channel must be provided on the north shore in which case some simple kind of structure should be provided. This is based upon the following conclusions which we have reached:

1) A combination, including the cantilever, will cost substantially less than the proposed multiple-span suspension bridge.

2) The site is not well suited to the use of a suspension bridge type of structure, and this is particularly true for the anchorages.

3) The unique multiple-span suspension bridge proposed would be very difficult to finance by the use of revenue bonds and equally difficult to insure.

4) The exposed position of this site makes it necessary that every precaution be taken against damage from wind. The cantilever would be preferable.

Very truly yours,

Ralph A. Tudor

RAT:eb

RECEIVED
OCT 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST A. COWELL, Chairman
State Highway Commission

LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

BRIDGE DESIGN OFFICE
3201 Fremont Avenue
Seattle 3, Washington

September 17, 1958

Mr. G. S. Paxson
Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Acting on your request, and I understand with Mr. Bugge's approval, I have examined the plans for alternate designs for the proposed bridge at Astoria, Oregon which when built will be a joint project of the States of Oregon and Washington.

I have made preliminary estimates of cost on each of the alternates proposed using unit costs for the various contract items involved based on the quantities as indicated on the plans submitted. The actual designs have not been checked as to stresses involved and it has been assumed that the quantities indicated on the plans are reasonably correct for comparative purposes.

In the suspension type proposed it has been necessary to scale the substructure drawings to determine quantities and in some cases to increase seal depths in order to safely meet existing uplifts during construction.

The results of these estimates based on unit prices which we would apply in our work do not vary to any great extent from those which you indicate in your letter to Mr. Williams dated August 7, 1958. They are as follows:

I. Suspension Type

Construction cost	$22,940,234
Right of way	500,000
	23,440,264
Engineering & Contingencies 12½%	2,930,029
Total Cost	$26,370,263

II. Cantilever Type

Construction cost	$20,395,055
Right of way	500,000
	20,895,055
Engineering & Contingencies 12½%	2,611,882
Total	$23,506,937

Your respective estimates are as follows:

I.	$25,974,711
II.	23,349,990

The average difference of the two estimates is in the order of $2,750,000 in favor of the cantilever type. This type of structure is a purely conventional type and one which contractors are familiar with. Many structures have been successfully designed and erected.

On the other hand, the type of suspension bridge proposed is of unusual design and one of a type which has not been constructed. The question of interaction between a four span continuous suspension bridge under live loads is at best questionable and without precedent, especially when no intermediate resistance to unbalanced longitudinal pull between the end anchorages is provided.

It would appear questionable to attempt the construction of an untried bridge structure of this magnitude at a location where extremely high wind velocities occur when the proven cantilever type is entirely feasible at a lesser overall cost. It is quite probable that some saving in cost could be realized if a simple suspension structure were substituted for the 1200-foot span on the Astoria side provided the question of scour at the north anchorage can be eliminated. Further investigation of such a substitution should be made in the final design.

A further consideration which should be kept in mind is the fact that only a very limited number of contractors are available who would attempt the construction of the proposed multiple

suspension type as well as insurance companies. This would no doubt result in higher bid prices to cover the risk of untried problems of construction involved. Insurance companies have indicated a very cautious attitude in insuring even the simple suspension type and it is almost certain that they would be more so in the case of an untried type as proposed with the possibility existing that no insurance could be obtained even at mugh higher premium rates.

In view of the above, it is my opinion that the cantilever type or simple suspension type for the 1200-foot span, if proven feasible, should be used for the Astoria side and the simple fixed span plan for the Washington side.

Very truly yours,

Chas E Andrew

CHAS. E. ANDREW
Chief Consulting Engineer
Washington Toll Bridge Authority

CEA:HS

cc Mr. W. A. Bugge

RECEIVED
SEP 18 1958
STATE HIGHWAY COMMISSION

RECEIVED
NOV 6 - 1958
FOR FILING

Coast
Bridges
Astoria
Astoria

October 31, 1958

Mr. L. H. Oliver, Chairman
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. Oliver:

Under date of October 3, 1958, I wrote you attaching a copy of a report from Mr. Chas. E. Andrew, Chief Consulting Engineer for the Washington Toll Bridge Authority, relative to the type and cost of a structure across the Columbia River at Astoria. We now have a report from Col. Tudor of the Tudor Engineering Company relative to the same matter. I am attaching a copy of Mr. Tudor's report.

You will note that Col. Tudor estimates the cost of the suspension type structure at $7,61[illegible],[illegible] more than the cost of the cantilever type. You will also note that Col. Tudor's estimate on the cantilever type is only $39[illegible],6[illegible] lower than our estimate.

An extra copy of Col. Tudor's report is attached in case you wish to forward it to Governor Holmes.

Very truly yours,

M. C. Williams
State Highway Engineer

Encl.

cc Mr. Robert H. Thoeman
Mr. Kenneth H. Fridley

Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:gm fn

RECEIVED
OCT 6 1958
FOR FILING
Cox
Tudor
Astoria

October 3, 1958

Mr. M. K. McIver, Chairman
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

In your letter to Governor Holmes of September 3, 1958, you advised him that we were getting a report on the type of bridge that, in his opinion, would be most suitable for the crossing of the Columbia River at Astoria from Mr. Charles E. Andrew, Chief Consulting Engineer, Washington Toll Bridge Authority, and from Col. H. A. Tudor of the Tudor Engineering Company who made the investigation and report on this site in 1955.

Both Mr. Andrew and Col. Tudor have been furnished a copy of Mr. Pamson's report which I sent you with my letter of August 7 and other data pertaining to the project, including such information as we have on Mr. Smith's proposal. I am attaching copies of a letter from Mr. Andrew giving his opinion on the matter. Col. Tudor has agreed to review the type selection but advises that he will be busy on other matters until late in October.

You will note that Mr. Andrew's estimates of cost, both of Mr. Smith's proposal and our own design, are in substantial agreement with our estimates and show a difference in favor of the cantilever type of $2,750,000. Mr. Andrew does suggest that a conventional, simple suspension span be investigated for the south or Astoria channel. We did study this type in our preliminary work but abandoned it because of foundation conditions and high wind velocities. We are now, however, making a more detailed study. I have no hope that any substantial saving in cost will result.

An extra copy of Mr. Andrew's letter is attached in case you wish to forward it to Governor Holmes.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. R. B. Chessman
Mr. K. N. Fridley

Attach.
cc Mr. Forrest Cooper
Mr. O. S. Pamson
CSP:gm

RECEIVED
SEP 19 1958
FOR FILING

Orig
Trans
Ack Tour

September 19, 1958

Mr. Ralph A. Tudor
Tudor Engineering Company
595 Mission Street
San Francisco, California

Dear Mr. Tudor:

Confirming our telephone conversation, this is to request that you re-examine the type selection for the proposed bridge over the Columbia River at Astoria on which you made your report in 1955. This study is to be confined to the matter of type selection for the crossing and it is not intended that any check of stresses or details of design will be required.

For your information, I am attaching a copy of a report which I have made to Mr. Williams, our State Highway Engineer, on this matter, together with estimates of the project which we have recommended, which project uses a cantilever span over the south or main channel of the river and simple trusses over the north channel near the Washington shore.

I am also enclosing two prints which show, as far as I know, the suggested continuous suspension bridge arrangement mentioned in the attached report to Mr. Williams; also a print showing in outline the cantilever spans over the south or main channel and a print of the map and profile of the crossing. On this map and profile, the location of foundation borings is shown by number and an auxiliary sheet shows the log of these foundation borings at each of these locations. These foundation borings are those made by your company under the 1955 report. I am also attaching two prints which show the elevation of the complete structure on a rather small scale.

One of the things which influenced our decision to a considerable extent was the high wind velocities to which the structure would be subjected. I am attaching a sheet showing the wind velocities on record at North Head and our calculation of the expected wind velocities at various heights above the water surface.

It is requested that you bill us for your work in connection with this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Final

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

September 3, 1958

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor:

I have your letter of August 28, and, in following your suggestion, I have discussed the matter with some of the Department officials and we are getting a report on this bridge, as to the design and feasibility of it being built at the mouth of the Columbia, from Mr. Charles Andrews.

Mr. Andrews should be recognized as an authority on this type of bridge inasmuch as he was the chief engineer on the Oakland-San Francisco Bridge and was also chief engineer of the new Tacoma Narrows Bridge, just finished. I am advised that Mr. Smith knows Mr. Andrews as he worked on the Tacoma Narrows Bridge. We are also getting a report from Col. A. E. Tudor, who is also recognized in this area.

The matter is being submitted to these men and as soon as they have time to go over it, we will, no doubt, have an answer and I will advise you promptly.

Cordially yours,

MKM:f

M. K. McIver
Chairman

RECEIVED
SEP 4 1958
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

ROBERT D HOLMES
GOVERNOR

August 28, 1958

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Milo:

Thank you very much for your letter relative to the proposed Columbia River Bridge at Astoria.

Certainly Mr. Paxson has covered his point of view very well, and I do not pretend to disagree with a competent engineer. Mr. Dexter Smith, however, advises me that: (a) he feels that his design would receive the approval of bonding and insurance people; and (b) that an outstanding engineering consultant in the country would be glad to join with him in planning and designing a structure of the type that he proposes.

Apparently, between Mr. Dexter Smith, one engineer, and Mr. G. S. Paxson, another engineer, there is a wide area of disagreement, relative both to the type of span necessary and to the cost of one type as against another. It seems to me that we would be derelict in our duty if we did not explore further, through the services of some reputable outside consultant, whether or not a bridge of the type Mr. Smith is suggesting is feasible. Even an allegation of an $8-10,000,000 saving would seem to indicate that we should study Mr. Smith's proposal more fully.

Mr. Smith advises me that he has in mind in his design the incorporation of a maximum amount of Northwest material. Certainly this would be highly desirable.

If such a bridge is feasible at a savings of several million dollars, it might mean that this project so vitally important to the whole coastline as well as to all of Oregon could be expedited materially.

I appreciate your prompt attention in having Mr. Paxson set forth his views.

Sincerely yours,

Robert D. Holmes

Robert D. Holmes
Governor

RDH:nd

RECEIVED
AUG 17 1958
FOR FILING
Great
Bridge
to Ernest Dietz

Salem, Oregon
August 14, 1958

Use of suspension-type bridge
at Astoria

Mr. W. C. Williams

A rumor is being circulated that through personal animosity toward Dexter R. Smith I have refused to consider a proposal of his that a suspension-type bridge be used at the Astoria crossing of the Columbia River rather than the cantilever type that we are designing. I understand that this rumor has reached Governor Holmes. So that you may be completely informed, I am submitting this report.

I have no animosity toward Mr. Smith. He has caused me considerable trouble and extra work which has, at times, been irritating, but in spite of this I have always liked him personally and still have a high regard for his ability within certain limits. Mr. Smith and I were in college together and I knew him casually at that time. Later, while he was on the faculty at Oregon State College, we met frequently and our acquaintance, althouth not intimate, was friendly.

My close association with him began when he was employed by the Bridge Division in June 1933. He was Resident Engineer on several projects and was brought into the Salem office in May 1937, where he was assigned to research on the design and deflection characteristics of suspension bridges in connection with work we were doing in the hope of developing an economical short-span structure of that type.

In July of 1941 Mr. Smith suddenly resigned to accept a position with the Washington State Toll Bridge Authority. He gave us only three days' notice before leaving and left us in the middle of a long and involved project with many of the detailed data not even in note form. Fortunately we had on our staff a Mr. Rosecrans, who was capable of picking up the pieces and carrying it on to completion. We did, however, lose several months of time at considerable expense to the State. The results of the study were published as Bulletins No. 11, 13, 14, 15 and 18 of the Oregon State Highway Department series. On the first three bulletins, Mr. Smith appears as coauthor with Mr. C. B. McCullough and me.

Mr. Smith worked under the direction of Mr. Charles Andrew, Chief Engineer for the Washington Toll Bridge Authority, on the design of the second Tacoma Narrows Bridge and later set up a consulting office in Vancouver, Washington. I had little or no contact with him during this period.

Our close association was resumed when Mr. Smith called at my office in September of 1952 and asked for employment in our Bridge design room. We were short handed at that time and I was willing to forget the past inconvenience he had caused us on this assurance that he was done moving around and wanted nothing more than to work on design. He was employed at the top grade for structural designers.

Mr. Smith gave excellent service as a designer under my direction until March 1955, then under Mr. Stephenson and finally under Mr. Merchant, successively, as Bridge Engineers for the Department. In April 1957, shortly after Mr. Smith reached voluntary retirement age, a vacancy occurred as Staff Assistant in charge of a subsection in the design room, having to do with the layout, type selection and design of major bridges. Mr. Smith was offered this position and advancement to the grade of Civil Engineer IV if he would become a licensed civil engineer in accordance with the Oregon law, as this is required by Department rule for all C.E. IV employees. Mr. Smith was at one time licensed as a civil engineer but the license had lapsed and he was not then and, so far as I know, is not now licensed. Mr. Smith refused the appointment and gave notice that he expected to retire within a short time.

Sometime later the Legislatures of Oregon and Washington directed that plans and estimates of cost be made for a bridge across the Columbia River at Astoria. Mr. Stephenson, at that time Bridge Engineer, discussed the matter with me and it seemed to us that, in view of seniority in the Department and the excellent work he had done in the design section, Mr. Smith should again be offered the position. Mr. Smith again refused the appointment. He retired October 31, 1957 and I extended to him my sincere wishes for a long and pleasant retirement. I have no animosity toward him.

G. S. Paxson

GSP:gm

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AUG 12 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
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ASTORIA
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H. B. GLAISYER, SECRETARY
SALEM

Bridges
Interstate
Astoria

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

August 8, 1958

REFERRED TO
Paxson
State Highway Engineer

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor:

I have received the report from Mr. Williams and Mr. Paxson with regard to the proposed Columbia River Bridge at Astoria. This report was made pursuant to your request that we check on the proposal of Mr. Dexter R. Smith. Copy of Mr. Paxson's report to Mr. Williams is enclosed herewith.

Mr. Paxson has covered the subject quite well, it would seem to me. I am not an engineer, of course, but I do know that a bridge of this size cannot be of an experimental nature, but must be one that will receive the approval of the bonding and insurance people, as well as the approval of both states. It would seem reasonable, therefore, that someone like Mr. Smith when proposing a bridge of a new type should be called upon to produce his design and the approval of the people who would be insuring it and those that would be wanting to finance it through the sale of bonds. In other words, the burden of proof on the new design would be on the one who proposes it.

Sufficient data is included in Mr. Paxson's letter to tell us that the design he is proposing is one that would meet the standards of those above mentioned. In addition to this, Mr. Paxson enjoys a reputation within the industry that would make it seem reasonable to follow his suggestions until Mr. Smith has approval otherwise.

If there is any other information I can furnish you, please let me know.

Best regards.

Cordially,

MKM:f
Enc.

M. K. McIver
Chairman

NOTED
G. S. PAXSON

COPY

RECEIVED
AUG 15 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1958
FOR FILING

Coast
Bridge
Interstate
Astoria

August 7, 1958

Oregon State Highway Commission

Gentlemen:

For your information I am submitting herewith a report rendered to me by Mr. Paxson relative to the proposal of Dexter R. Smith to construct a suspension bridge across the Columbia River at Astoria. I think you will find Mr. Paxson's report complete and factual, and from the cost estimates you will note that the suspension bridge would cost more than the cantilever. Even though the suspension were considerably cheaper, it is extremely questionable if such a type bridge should be built, and this is pretty well borne out by previous studies by nationally known bridge engineers.

I am submitting an extra copy of Mr. Paxson's report to Chairman McIver in the event that he might wish to send it to Governor Holman.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hl
Encl.
cc Mr. Forrest Cooper
Mr. G. S. Paxson

RECEIVED
SEP 2 - 1958
FOR FILING
Grant
Bridges
Interstate
Astoria

Salem, Oregon
August 7, 1958

Proposed Columbia River
Bridge at Astoria

Mr. W. C. Williams

A rumor is being circulated that I have refused to consider a proposal of Dexter R. Smith, one of our designers until his retirement a few months ago, that suspension-type bridges over both channels be used at the Astoria crossing of the Columbia River. The plan which we have adopted and on which our estimates of cost are based uses a cantilever truss over the south or main channel and simple trusses over the north channel. So that you may be completely informed, I am submitting this report.

The cantilever type for the south channel and the simple trusses for the north channel were not selected hurriedly. Consideration to every type was given. A main span of approximately 1,200 feet is required at the south channel by navigation. In this span length the cantilever and the suspension span are generally the two practical types. The choice is usually determined by conditions at the site. The suspension bridge requires massive anchorages to hold the pull of the cables. At Astoria the south anchorage would be in soft soil and the north anchorage would be in the sand bar in about 10 feet of water at low tide. This sand bar is easily eroded and would be particularly vulnerable because of eddy currents set up by the obstruction of the anchorage itself. Both of these anchorages would require pile supports and the north anchorage particularly would be very costly.

The mouth of the Columbia River is a region of high-velocity winds. The problem of providing sufficient stiffness in a two-lane structure of this span length, while not impractical, is relatively costly. I am convinced that the cantilever type at a reasonably comparable cost is the safest and most practical structure.

This decision is confirmed by previous studies at this site. The report of the Tudor Engineering Company, made in 1955, recommended this type for the south channel. In 1932 a private toll bridge company proposed the construction of a bridge at this site. The engineering firm of Robinson and Steinman was handling the work for them. They made application for a permit and in this application used a cantilever type

for the south channel. This firm is one of the best known organizations in the world. They designed the St. Johns Bridge in Portland.

Further upstream at Longview where wind velocities are lower and conditions more favorable for a suspension span, a cantilever was selected.

There can be no possible reason for a suspension span at the north channel. The longest span required for navigation is slightly over 300 feet. No other type can possibly compete with the simple truss in this span range.

Our design for the Astoria Bridge is far enough along to have fairly accurate quantities that will be needed in the project. We do not know when the project can be built and forecasting costs and prices is a risky business. It is advisable to anticipate prices higher than those current at the present time. We have tried to be conservative in our price estimates. Our net construction cost estimate is $20,255,547. With a 12½ percent allowance for engineering and contingencies and an allowance for right of way of $500,000, our gross construction cost estimate is $23,349,990. This does not include financing costs or interest during construction. I am attaching copies of our detailed estimate and two prints showing our proposed structure.

Mr. Smith has never submitted to me or even told me what he has in mind for the Astoria Bridge. He called at my office once after his retirement and made some vague remarks about a possible combination of types. He did not give any definite description of his idea. On April 16, 1958, I called on Commissioner Chessman at Astoria and obtained from him a line drawing showing multiple-span suspension bridges across both the north and south channels which Mr. Smith had left with him. I understand that Mr. Smith had stated that such a structure could be built at a cost of $6,000,000 less than the cantilever and simple truss types which, in my judgment, are the proper types for this project.

This single sketch is all that I have and I assume that it, at least approximately, represents Mr. Smith's proposal. It calls for a series of four suspension spans of varying length with a continuous cable over all spans, without any rigid intermediate pier to take unbalanced wind or live loads. Because of the lack of symmetry some of the spans require tie-down anchorages to deform the cable to the required profile. So far as I know, no structre of this type has ever been built. There have been a few multiple-span suspension bridges built. Two that we have data on are in Central America. They are symmetrical structures with two equal main spans and two equal side spans. The Rio Choluteca in Honduras has two 330-foot main spans. Such structures can not be compared with an unsymmetrical bridge of four spans and a main span of 1,200 feet.

If this project is to be built, some form of revenue bond financing will undoubtedly be necessary. Insurance on the structure would be required. It is doubtful that insurance could be obtained on such an unprecedented and untried structural type in an area subjected to as high wind velocities as can be found on the Pacific Coast. At any rate the insurance premium would be too high to be acceptable.

There is no accepted theory under which to calculate the behavior under wind forces of a structure such as is proposed. Some indication could be had by model testing, but with existing facilities a model of the entire structure would be at a scale so small that the results would be open to question. Section models at a larger scale could be handled but this would not solve the main problem of the interaction of one span on another.

The structure can be analyzed for static wind loads and for loads imposed by traffic. We have made such an analysis and determined with reasonable accuracy the quantities required. In estimating unit prices on the various items we have used the same prices used in the estimate for the cantilever type where the work was comparable. The cost estimate is conservative but no more so than for the cantilever type. Our net construction estimate is $22,508,632. Adding to this the allowances for engineering and contingencies and for right of way, the gross construction cost is estimated to be $25,412,211. I am attaching copies of this estimate.

Our review of Mr. Smith's proposal convinces us that it should not be seriously considered for this project. It is unprecedented and untried. This is not an experimental project. The cost estimates show that no reduction in cost could be expected and that, in fact, the suspension-span type should cost approximately $2,061,221 more than the cantilever and simple-span types.

It should be pointed out that most of this cost difference occurs at the north channel where Mr. Smith's proposal is for a three-span suspension bridge while our design uses simple trusses. For the south channel alone, the suspension bridge is less costly. The suspension bridge is estimated to cost $9,910,822 while the cantilever span and approaches are estimated to cost $10,853,139, a difference in cost of $942,317 in favor of the suspension type.

This raises the question as to a combination using simple trusses at the north channel and a suspension bridge at the south channel. Because of doubt as to the aerodynamic stability of an unsymmetrical multiple span suspension bridge and the danger of scour around the north anchorage, I do not believe it should be considered.

G. B. Pannen

GBP:gm
Attach.

POINT ELLICE

300'

Begin Project
Sta 115+57.5

120

130

140

US 101

North Channel

WASHINGTON

400'VC

Level

400'VC

@ 354' = 3156.00'

60'

150'

45'

70'

482.42'

Pier NO 1 2 3 4 5 6 7 8 9 10 11

Sta 116+00

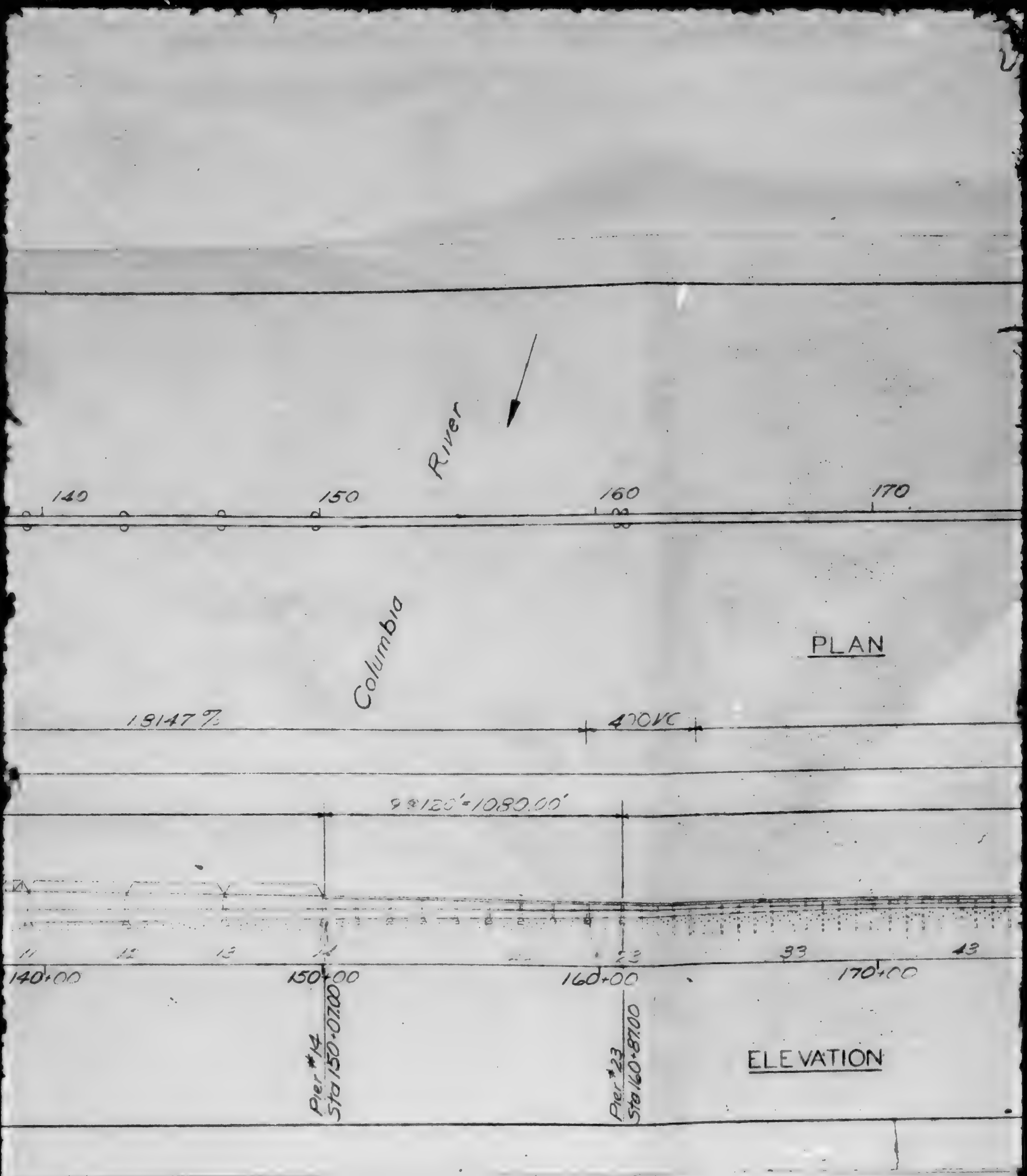
120+00

130+00

140+00

Pier #1
Sta 115+96.00

Pier #5
Sta 118+21.00


River
140
150
160
170
Columbia
PLAN
1.9147 %
4 70 VC
S = 120' = 10.80.00'
11
12
13
14
33
43
140+00
150+00
160+00
170+00
Pier #14
Sta 150+07.00
Pier #23
Sta 160+87.00
ELEVATION

180 190 200

Level

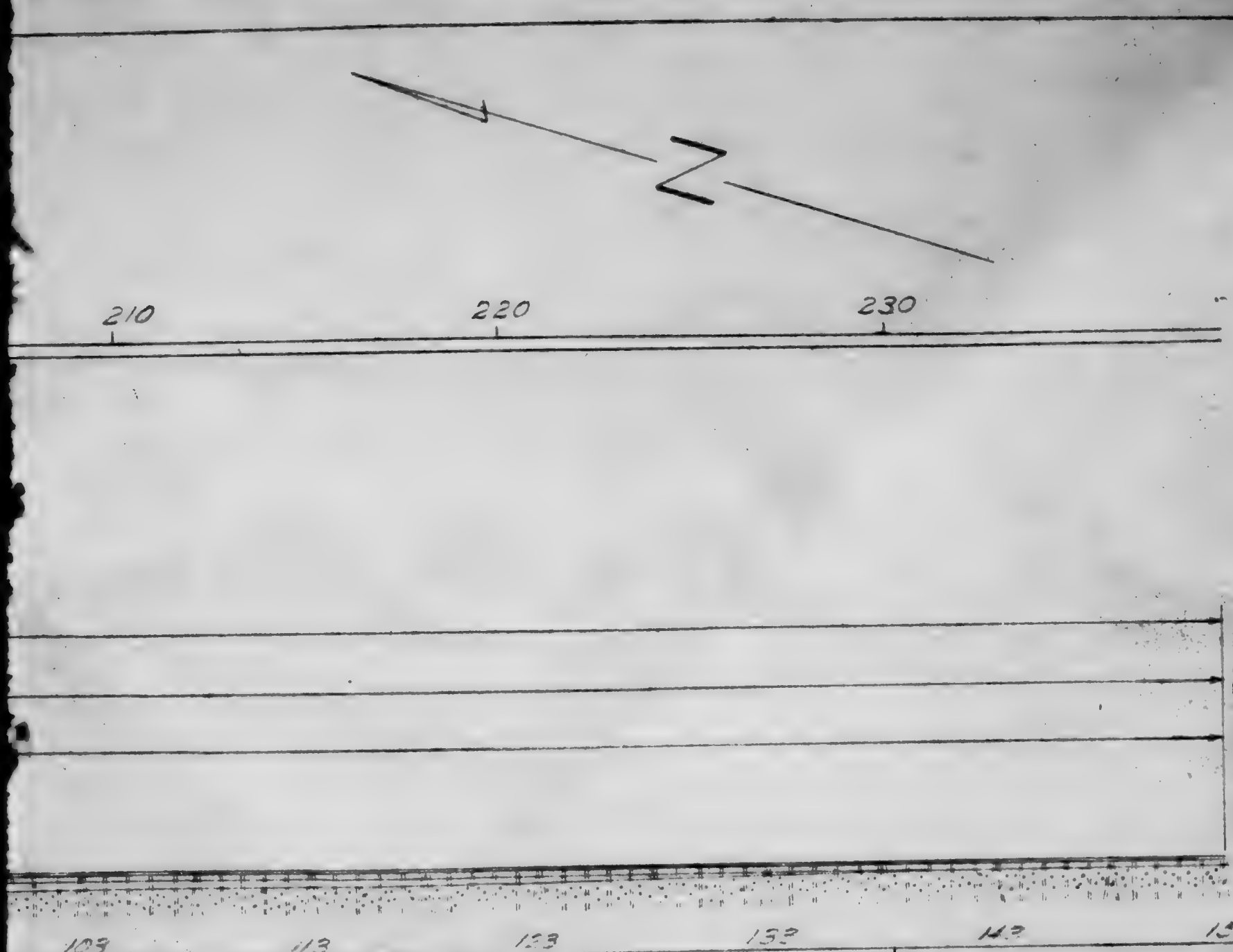
12,257.77'

130@59.7444' = 7766.77'

Sand

43 59 73 83 93

180+00 190+00 200+00



OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION
BRN° 7949 Scale 1"=400' July 15, 58
LLH

DRWG N° 7949-C

240+00

250+00

260+0

N

Level

48 @ 59.7444 = 2867.73

Sta 238+53.77

153

163

173

183

240+00

250+00

260+

260+00 270+00 280+00 290+00

Columbia R

PLAN

+5.62%

600' V.C.

9372.23

5@120'=600' 3@354'=1062' 355.5' 605'

M.S.L.

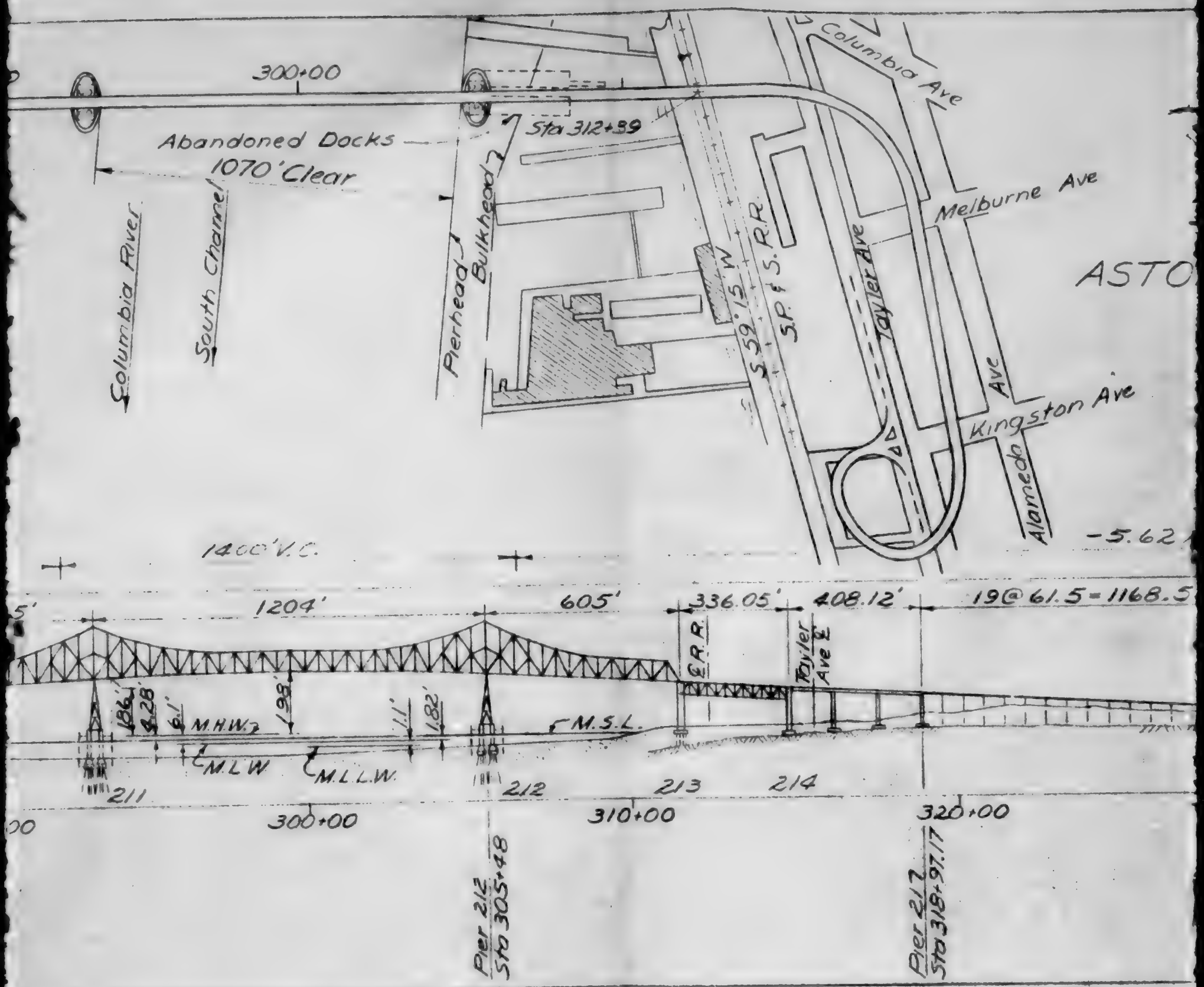
Sand

193 201 206 207 208 209 210

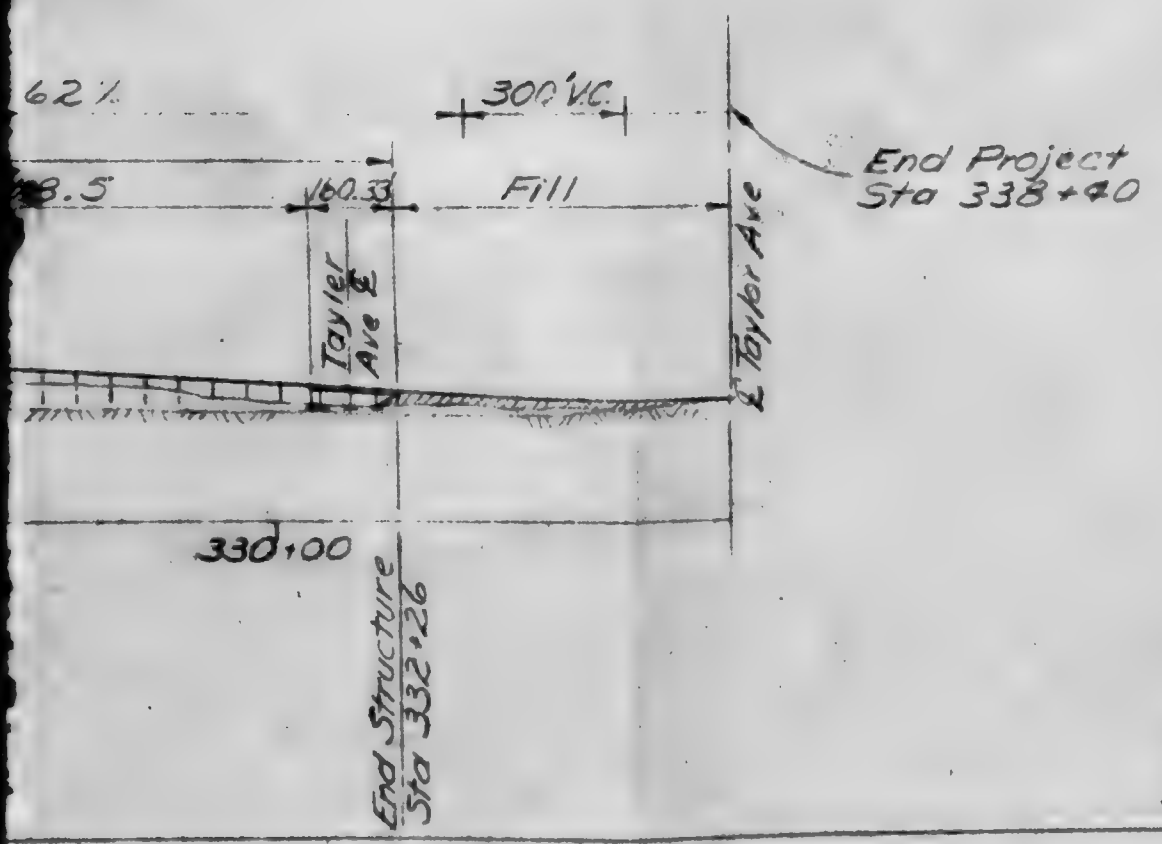
260+00 270+00 280+00 290+00

Pier #201
Sta 267+21.5

DEVELOPED ELEVATION


300+00
Abandoned Docks
1070' Clear
Columbia River
South Channel
Sta 312+39
Pierhead
Bulkhead
S 59° 15' W
S.P. & S. R.R.
Columbia Ave
Melburne Ave
Taylor Ave
Kingston Ave
Alameda
ASTO
-5.62
1400' V.C.
1204'
605'
336.05'
408.12'
19@ 61.5 = 1168.5
C R R
Tayler Ave
18.6'
4.28'
6.1'
M.H.W.
19.8'
11.1'
1.82'
M.S.L.
M.L.W.
M.L.L.W.
211
212
213
214
300+00
310+00
320+00
Pier 212
Sta 305+48
Pier 217
Sta 318+97.17

TORIA



OREGON
STATE HIGHWAY COMMISSION

COLUMBIA RIVER BRIDGE
@ ASTORIA

PLAN & ELEVATION

BR #7949 SCALE 1"=400' JULY 21, 1958

J.M.T. DRWG #7949-E(6)

COLUMBIA RIVER BRIDGE AT ASTORIA

COST SUMMARY - CANTILEVER SPAN

(198' Clearance above MHW)

Calculations by: L. L. Wallace
July 14, 1958

LOCATION	ITEM	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
Washington Approach Station 115+96 to 118+21	1-45' & 3-60' RC Spans	$ 44,925.00	$ 30,000.00	$ 74,925.00
	Grading and Paving		85,000.00	85,000.00
			SUBTOTAL -	$ 159,925.00
North Channel Station 118+21 to 160+87	Thru Trusses	$ 2,211,156.00	$1,931,880.00	$4,143,036.00
	Plate Girders	414,822.00	319,600.00	734,422.00
			SUBTOTAL -	$4,877,458.00
Viaduct Station 160+87 to 269+66	182-59.77' Precast Spans	$ 2,272,543.00	$1,183,093.00	
			SUBTOTAL -	$3,455,636.00
South Channel Station 269+66 to 318+97.17	Plate Girders	$ 138,258.00	$ 106,555.00	$ 244,813.00
	Deck Trusses	1,031,048.00	719,220.00	1,750,268.00
	Anchor Span	2,641,414.00		2,641,414.00
	Cantilever Arms	1,744,552.00		1,744,552.00
	Suspended Span	926,492.00		926,492.00
	Piers 212-215 (incl.)		2,534,161.00	2,534,161.00
	Deck Truss	211,298.00	62,000.00	273,298.00
	RC Box Girders	158,938.00	140,403.00	299,341.00
	Navigation Lights	15,000.00		15,000.00
	Traveling Maint. Plat.	67,000.00		67,000.00
	Ladders and Inspection Walkways	30,000.00		30,000.00
	Pier Fenders (213-214)		326,800.00	326,800.00
			SUBTOTAL -	$10,853,139.00
Astoria Approach Station 318+97.17 to 335+69.00	Prestress Beam Spans	$ 181,622.00	$ 83,767.00	$ 265,389.00
	2nd Crossing Marine Drive	35,000.00	25,000.00	60,000.00
	Grading and Paving		145,000.00	145,000.00
	Toll House Facility		8,000.00	8,000.00
			SUBTOTAL -	$ 478,389.00
	Additional Cost for Decrease in Grade from 6.08% to 5.62%, 300' Additional Length of Astoria Approach Resulting in Savings in R.W. Costs, and Providing an Additional 6.1' Clearance over the South Channel			
			SUBTOTAL -	$ 431,000.00
			ESTIMATED CONTRACT TOTAL -	$20,255,547.00
			R.W. COSTS -	500,000.00
				$20,755,547.00
			+ 12½% (ENGR. & CONTINGENCIES)	2,594,443.00
			ESTIMATED TOTAL COST -	$23,349,990.00

COLUMBIA RIVER BRIDGE AT ASTORIA

DETAILED COST SUMMARY

(Clearance 198' above MHW)

Calculations By: L. L. Wallace
July 14, 1958

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
Washington Approach Sta. 115+96.00 to 118+21.00	1-45' Span & 3-60' Spans	225 Lin. Ft.	$ 333.00	$ 74,925.00
	Grading & Paving	Lump Sum	-	85,000.00
			SUBTOTAL -$	159,925.00
North Channel Sta. 118+21.00 to 160+87.00	Struct. Steel in Truss and Plate Girder Spans:			
	Carbon	2,151,600 Lbs.	$ 0.29	$ 623,964.00
	L.A.	3,154,815 Lbs.	0.31	977,993.00
	"T"	1,411,227 Lbs.	0.40	564,491.00
	Deck Concrete (Lt.Wt.)	3,380 Cu. Yds.	85.00	287,300.00
	Reinforcing (Deck)	598,752 Lbs.	0.13	77,838.00
	Handrail	8,532 Lin. Ft.	6.00	51,192.00
	Bearing Assemblies	Lump Sum	-	43,200.00
			SUPERSTRUCTURE SUBTOTAL -	$ 2,625,978.00
	Excavation	17,175.Cu. Yds.	$ 6.00	103,050.00
	Piling (Untreated)	2,044 Lin. Ft.	150.00	306,600.00
	Class "A" Concrete	5,916 Cu. Yds.	70.00	414,120.00
	Tremie Concrete	21,254 Cu. Yds.	35.00	743,890.00
	Precast Shell Concrete	2,900 Cu. Yds.	150.00	435,000.00
	Reinforcing	1,914,000 Lbs.	0.13	248,820.00
			SUBSTRUCTURE SUBTOTAL -	$ 2,251,480.00
Viaduct Sta. 160+87.00 to 269+66.00	Class "A" Concrete	19,656 Cu. Yds.	$ 80.00	$ 1,572,480.00
	Reinforcing	4,377,100 Lbs.	0.13	569,023.00
	Handrail	21,840 Lin. Ft.	6.00	131,040.00
			SUPERSTRUCTURE SUBTOTAL -	$ 2,272,543.00
	Prestress Piling	79,200 Lin. Ft.	$ 10.00	792,000.00
	Drive Prestress Piles	792 Only	130.00	102,960.00
	Class "A" Concrete	2,844 Cu. Yds.	75.00	213,300.00
	Reinforcing	575,640 Lbs.	0.13	74,833.00
			SUBSTRUCTURE SUBTOTAL -	$ 1,183,093.00
South Channel Sta. 269+66.00 to 318+97.17	Struct. Steel in Deck Trusses and Plate Girders:			
	Carbon	1,118,201 Lbs.	$ 0.29	$ 324,278.00
	L.A.	1,870,194 Lbs.	0.31	579,760.00
	"T"	618,993 Lbs.	0.40	247,597.00

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
South Channel (Cont.) Sta. 269+66.00 to 318+97.17	Struct. Steel in 602-1204-602 Cantilever Trusses:			
	Carbon	8,020,665 Lbs.	$ 0.32	$ 2,566,613.00
	L.A.	3,772,446 Lbs.	0.35	1,320,356.00
	"T"	2,712,474 Lbs.	0.44	1,193,489.00
	Deck Concrete (Lt.Wt.)	3,568 Cu. Yds.	85.00	303,280.00
	Reinforcing	958,450 Lbs.	0.13	124,599.00
	Class "A" (RCBG)	1,090 Cu. Yds.	100.00	109,000.00
	Handrail	9,816 lin. Ft.	6.00	58,896.00
	Bearing Assemblies	Lump Sum	-	24,200.00
	Navigation Lts.	Lump Sum	-	15,000.00
	Traveling Maint. Platform	Lump Sum	-	67,000.00
	Ladders & Inspection Walk-ways	Lump Sum	-	30,000.00
		SUPERSTRUCTURE SUBTOTAL	-	$ 6,964,000.00
	Shoring & Cribbing (Pier #212)	Lump Sum	-	$ 125,000.00
	Excavation	19,150 Cu. Yds.	$ 6.00	114,900.00
	Furnish Timber Piling, (Untreated)	119,060 Lin. Ft.	1.00	119,060.00
	Drive Timber Piling (Untr.)	1,700 Only	80.00	136,000.00
	Furnish Timber Piling, (Treated)	60,000 Lin. Ft.	1.50	90,000.00
	Drive Timber Piling (Tr.)	600 only	75.00	45,000.00
	Furnish 14 BP 73#	27,840 Lin. Ft.	8.00	222,720.00
	Drive 14 BP 73#	576 Only	120.00	69,120.00
	Class "A" Concrete (Piers)	14,931 Cu. Yds.	70.00	1,045,170.60
	Seal Concrete	1,230 Cu. Yds.	35.00	43,050.00
	Tremie Concrete	14,147 Cu. Yds.	35.00	495,145.00
	Precast Shell Concrete	2,032 Cu. Yds.	150.00	304,800.00
	Reinforcing	3,607,185 Lbs.	0.13	468,934.00
	Struc. Steel in Towers:			
	Carbon	664,000 Lbs.	0.32	212,480.00
	L.A.	332,000 Lbs.	0.35	116,200.00
	"T"	204,000 Lbs.	0.44	89,760.00
	Treated Lumber	548 M-BM	350.00	191,800.00
		SUBSTRUCTURE SUBTOTAL	-	$ 3,889,139.00
Astoria Approach Sta. 318+97.17 to 335+69.00	Viaduct, 318+97.77 to 327+76:			
	Class "A" Concrete (Deck)	812 Cu. Yds.	$ 78.00	$ 63,336.00
	Prestress Beams	3,514 Lin. Ft.	25.00	87,850.00
	Reinforcing	154,000 Lbs.	0.13	20,020.00
	Handrail	1,736 Lin. Ft.	6.00	10,416.00
	Furnish Prestress Piling	5,600 Lin. Ft.	10.00	56,000.00
	Drive Prestress Piling	56 Only	130.00	7,280.00
	Class "A" Concrete (Caps)	196 Cu. Yds.	75.00	14,700.00
	Reinforcing	44,520 Lbs.	0.13	5,787.00

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
Astoria Approach (Cont.) Sta. 318+97.17 to 335+69.00	Viaduct 327+76 to 329+36:	160 Lin. Ft.	$ 375.00	$ 60,000.00
	Toll House Facilities	Lump Sum	-	8,000.00
	Grading and Paving	Lump Sum	-	145,000.00
			SUBTOTAL-$	478,389.00
	Additional Cost for Decrease in Grade from 6.08% to 5.62%, 300' Additional Length of Astoria Approach Resulting in Savings in R.W. Costs, and Providing an Additional 6.1' Clearance over the South Channel			
			SUBTOTAL-$	431,000.00
			ESTIMATED CONTRACT TOTAL -$	20,255,547.00
			R.W. COSTS -	500,000.00
			$	20,755,547.00
			+12½% (ENGR. & CONTINGENCIES)	2,594,443.00
			ESTIMATED TOTAL COST - $	23,349,990.00

COLUMBIA RIVER BRIDGE AT ASTORIA

COST SUMMARY FOR SUSPENSION BRIDGE ALTERNATE

(198' Clearance Above M.H.W.)

Calculations by: L. H. Bush
June 30, 1958

LOCATION	ITEM	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
Washington Approach	1-58' Span (Superstructure Only)	$ 10,400.00		$ 10,400.00
	Grading and Paving		$ 85,000.00	85,000.00
			SUBTOTAL $	95,400.00
North Channel Sta. 115+68.5 to 158+62.5	Anchors	-	1,082,880.00 $	1,082,880.00
	Suspension Spans (Tower Steel Incl. in Substructure)	$ 5,098,290.00	1,464,570.00	6,562,860.00
	1-76' Span (Superstructure Only), Sta. 156+98 to 157+74	13,680.00	-	13,680.00
			SUBTOTAL $	7,659,420.00
Viaduct Sta. 158+62.5 to 269+74.5	59.77' Precast Spans	$ 2,319,724.00	$1,209,447.00	
			SUBTOTAL $	3,529,171.00
South Channel Sta. 269+74.5 to 319+46.0	Anchors		$ 530,140.00 $	530,140.00
	Suspension Spans (Tower Steel Incl. in Substructure)	$ 6,297,662.00	$2,589,620.00 $	8,887,282.00
	1-70' Span (Superstructure Only), Sta. 270+59 to 271+29	12,600.00		12,600.00
	2-100' Spans and One Bent, Sta. 317+46 to 319+46	36,000.00	6,000.00	42,000.00
	Navigation Lights	15,000.00		15,000.00
	Ladders & Inspection Walkways	97,000.00		97,000.00
	Pier Fenders		326,800.00	326,800.00
			SUBTOTAL $	9,910,822.00
Astoria Approach Sta. 319+46.00 to 335+69.00	Prestress Beam Spans	$ 171,714.00	$ 78,105.00 $	249,819.00
	2nd Crossing Marine Drive	35,000.00	25,000.00	60,000.00
	Grading and Paving		145,000.00	145,000.00
	Toll House Facility		8,000.00	8,000.00
			SUBTOTAL $	462,819.00
	Additional Cost for Decrease in Grade from 6.52% to 5.97%, 300' Additional Length of Astoria Approach Resulting in Savings in R.W. Costs, and Providing an Additional 6.1' Clearance over the South Channel			
			SUBTOTAL $	431,000.00
			ESTIMATED CONTRACT TOTAL $	22,088,632.00
			R.W. COSTS	500,000.00
			$	22,588,632.00
			+ 12½% (ENGR.& CONTINGENCIES)	2,823,579.00
			ESTIMATED TOTAL COST $	25,412,211.00

COLUMBIA RIVER BRIDGE AT ASTORIA

DETAILED COST SUMMARY FOR SUSPENSION BRIDGE ALTERNATE

(198' Clearance Above M.H.W.)

Calculations by: L. H. Bush
June 30, 1958

LOCATION	ITEM	QUANTITY		UNIT PRICE	TOTAL
Washington Approach	1-58' Span (Superstructure Only), Sta. 116+40 to 116+98	58	Lin.Ft.	$ 180.00	$ 10,400.00
	Grading & Paving			-	85,000.00
				SUBTOTAL -$	95,400.00
North Channel Sta. 115+68.5 to 158+62.50	Struct. L.A. Truss Steel	7,600,000	Lbs.	$ 0.31	$ 2,356,000.00
	Struct. Carbon Tower "	1,734,000	Lbs.	0.29	502,860.00
	Cables & Suspenders	2,820,000	Lbs.	0.80	2,256,000.00
	Deck Concrete (Lt. Wt.)	2,500	Cu.Yds.	85.00	212,500.00
	3' Wide x 5" Deep Steel Grating	8,000	Lin.Ft.	22.00	176,000.00
	Handrail (Alum. Pipe)	8,000	Lin.Ft.	6.00	48,000.00
	Pier Concrete	10,350	Cu.Yds.	70.00	724,500.00
	Anchor Concrete	18,150	Cu.Yds.	50.00	907,500.00
	Reinforcing (Piers & Anchors)	1,503,000	Lbs.	0.13	195,390.00
	Reinforcing (Deck)	383,000	Lbs.	0.13	49,790.00
	Piles (Untreated)	1,448		150.00	217,200.00
	1-76' Span (Superstructure Only), Sta. 156+98 to 157+74	76	Lin.Ft.	180.00	13,680.00
				SUBTOTAL -$	7,659,420.00
Viaduct	Precast Spans, Sta. 158+62.5 to 269+74.50	11,112	Lin.Ft.	$ 317.60	
				SUBTOTAL -$	3,529,171.00
South Channel Sta. 269+74.50 to 319+46.00	1-70' Span (Superstructure Only), Sta. 270+59 to 271+29	70	Lin.Ft.	$ 180.00	$ 12,600.00
	Struct. L.A. Truss Steel	8,990,000	Lbs.	0.31	2,786,900.00
	Struct. Carbon Tower Steel	4,833,000	Lbs.	0.29	1,401,570.00
	Cables & Suspenders	3,680,000	Lbs.	0.80	2,944,000.00
	Deck Concrete (Lt. Wt.)	2,950	Cu.Yds.	85.00	250,750.00
	3' Wide x 5" Deep Steel Grating	9,234	Lin.Ft.	22.00	203,148.00
	Handrail	9,234	Lin.Ft.	6.00	55,404.00
	Pier Concrete	12,980	Cu.Yds.	70.00	908,600.00
	Anchor Concrete	10,700	Cu.Yds.	40.00	428,000.00
	Reinforcing (Piers & Anchors)	1,403,000	Lbs.	0.13	182,390.00

Columbia River Bridge at Astoria - Continued

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
South Channel (Cont.) Sta. 269+74.50 to 319+46.00	Reinforcing (Deck)	442,000 Lbs.	$ 0.13	$ 57,460.00
	Piles (Untreated)	1,328	150.00	199,200.00
	1-Bent at Sta. 318+46	1 Only	6,000.00	6,000.00
	2-100' Spans (Superstructure Only), Sta. 317+46 to 319+46	200 Lin. Ft.	180.00	36,000.00
	Navigation Lts.	Lump Sum	-	15,000.00
	Ladders & Inspection Walkways	Lump Sum	-	97,000.00
	2 Pier Fender Systems	2 Only	163,400.00	326,800.00
			SUBTOTAL	$ 9,910,822.00
Astoria Approach Sta. 319+46.00 to 335+69.00	Viaduct 319+46 to 327+76:			
	Class "A" Concrete (Deck)	767 Cu. Yds.	$ 78.00	$ 59,826.00
	Prestress Beams	3,320 Lin. Ft.	25.00	83,000.00
	Reinforcing	145,600 Lbs.	0.13	18,928.00
	Handrail	1,660 Lin. Ft.	6.00	9,960.00
	Furnish Prestress Piling	5,200 Lin. Ft.	10.00	52,000.00
	Drive Prestress Piling	52 Only	130.00	6,760.00
	Class "A" Concrete (Caps)	185 Cu. Yds.	75.00	13,875.00
	Reinforcing	42,075 Lbs.	0.13	5,470.00
	Viaduct 327+76 to 329+36:	160 Lin. Ft.	375.00	60,000.00
	Toll House Facilities	Lump Sum	-	8,000.00
	Grading & Paving	Lump Sum	-	145,000.00
			SUBTOTAL	$ 462,819.00
Additional Cost for Decrease in Grade from 6.52% to 5.97%, 300' Additional Length of Astoria Approach Resulting in Savings in R.W. Costs, and Providing an Additional 6.1' Clearance over the South Channel				
			SUBTOTAL	$ 431,000.00
			ESTIMATED CONTRACT TOTAL	$ 22,088,632.00
			R.W. COSTS	500,000.00
				$ 22,588,632.00
			+12½% ENGR. & CONTINGENCIES	2,823,579.00
			ESTIMATED TOTAL COST	$ 25,412,211.00

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Division of Personnel and Public Relations

58-148-S

EMpire 4-2171
Extensions 439, 489

October 27, 1958

FOR IMMEDIATE RELEASE

W. C. Williams, State Highway Engineer, presented to the State Highway Commission at its regular meeting in Salem on October 24 an engineering and economic study of two possible routes for the reconstruction and improvement of Highway 101 between Astoria and Seaside.

The Commission directed Williams to make this study at its June 19, 1958 meeting.

Two routes are considered in the report. The Smith Point route requires a draw-span roughly paralleling the existing railroad bridge across Youngs Bay and then proceeds on a new location southwesterly in the approximate area of the existing coast highway. The second major alternative is the Lewis and Clark route which involves a new bridge across Youngs River and proceeds in a southerly direction east of the Lewis and Clark River, crossing the river approximately four miles from Astoria, and then running east of Cullaby Lake and joining the existing coast highway just north of Gearhart.

The report consists of factual information on three major items in highway construction--the cost, the distance, and the benefit to highway users.

The Smith Point route is estimated to cost $6,644,000, including the cost of the Youngs Bay bridge. The Lewis and Clark route is estimated to cost $4,042,000 and includes construction of a one-way bascule structure with 30-foot vertical clearance paralleling the existing structure and the raising of the existing structure to 30-foot clearance and widening the existing deck to 24-feet.

A new bridge approximately 3/4 of a mile upstream from the existing Lewis and Clark crossing would form a connecting spur with the existing U.S. 101. This structure is estimated to cost $455,000 and the existing Lewis and Clark bridge would be abandoned. Total cost of the Lewis and Clark route including the bridge necessary for a spur connection is estimated at $4,497,000.

Using common termini as reference points, Williams' report lists the distance by the Smith Point route as 11:65 miles and the distance by the Lewis and Clark route as 11.91 miles.

Proposed highway construction is always evaluated in terms of "benefit quotient", which is the annual benefit to the road user divided by the annual cost. The Smith Point route has a benefit quotient of 4.57. The Lewis and Clark route has a benefit quotient of 5.22.

Members of the Highway Commission indicated that they would study all factors and features of the report and that a final selection of the route will be made at a later Commission meeting.

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST A. COWELL, Chairman
State Highway Commission

LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 21, 1958

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glen Paxson

Gentlemen:

I am transmitting herewith a copy of a letter directed to this office from Coverdale & Colpitts in connection with the Astoria-Megler Bridge report.

You will note that they have estimated that the preparation of the report in accordance with our verbal request to Mr. Wemple will amount to appoximately $1,800.00. I believe that this figure is reasonable based upon the narrative which we have requested them to prepare; and if you have no exception to offer, we will authorize them to proceed on this basis.

You will recall from our original correspondence with the firm, and likewise which is again referred to in the second paragraph of the attached letter, that they will furnish 100 copies of the report. I do not know how many copies of the report that you will require; however, I can visualize the possibility of being requested to furnish a copy of the report to each member of our Legislature. If you feel that your demand will be anything of a comparable nature, quite possibly we should increase the number of reports to approximately 300.

I would be pleased to have your expression on this matter at your early convenience in order that the firm can be advised in advance of the printing of the report.

Kindest personal regards.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:vr
Encl.

RECEIVED
OCT 23 1958
STATE HIGHWAY COMMISSION

GEO W BURPEE
JOHN E SLATER
A P FARNSWORTH
MILES C KENNEDY
GEO W G BURGESS
W A GORDON
S R BROWN
R F PASSANO
E L WENPLE

COVERDALE & COLPITTS
CONSULTING ENGINEERS
120 WALL STREET
NEW YORK 5, N. Y.

E H COVERDALE (1904-1948)
E W COLPITTS (1913-1951)

October 10, 1958

Mr. D. B. Hedges
Executive Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

We enclose herewith 25 sets of the tables which were given to you in Olympia on October 8th as a part of the oral report on our recent study of the proposed Columbia River Bridge between Astoria, Oregon, and Point Ellice, Washington. These tables show findings from the study and our estimates of traffic, toll revenue, expense and net revenue for the proposed facility. We propose that this transmittal of the tables be considered the completion of our work as described in our agreement-letter of March 10, 1958. If you need additional sets of these tables, please let us know and we will supply them without charge.

In accordance with your oral request on October 8th, we will start on Monday, October 13th to prepare a special report on our study and estimates for the proposed Astoria Bridge. This report is to contain sufficient detail to explain clearly and support our estimates, primarily for reading by members of the Legislatures of Washington and Oregon. We will send you a draft-copy of this report as soon as possible, so that it may be reviewed by representatives of the Washington Toll Bridge Authority and the Oregon Highway Department. After being advised of your comments on the draft, we will prepare the final report and supply you with 100 copies. If you wish a different number of copies, please let us know prior to our starting of the printing, although we can make a second printing run if it should be necessary.

Also in accordance with our discussion in Olympia on October 8th, our compensation for the report will be based on time and materials used directly on the work at our standard rates which are as follows:

For services of staff engineers: Two and one-half times our book payroll rates.

For services of partners: $300.00 per diem.

For other costs including clerical, stenographic, artist, draftsman and printing labor; materials and supplies; shipping costs; and travel if any: Our cost without "mark-up".

We will submit a bill for services rendered, calculated as described above, after submission of the reports.

We have made a preliminary estimate of the work which may be involved in preparing the report, and the estimate indicates that the billing may be $1,800. We will do everything possible to keep the cost below this estimate, but if work develops which appears to exceed this cost figure we will advise you before proceeding.

Please let me know if this letter does not correctly reflect the program you wish us to follow, and we will change accordingly.

It was a pleasure to be in Olympia last week to see you and to report personally on our study. We will make every effort to carry out our part of the balance of your program on the proposed bridge by showing clearly in our report that the estimates are based on facts and are a completely reasonable expectation for the future.

Very truly yours,

Edward L. Temple

ELW:ap

Encls. 25 sets of tables

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F-0031(10)
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WIND VELOCITY AND PRESSURE
Astoria, Oregon (1)

Height Above Surface	Height Factor (3)	Steady Wind mph	Gust Factor (5)	Gust Wind mph	Gust Wind Ft/Sec	Gust Pressure w/o shape Factor lbs/ft^2 (6)	With Shape Factor 1.3 lbs/ft^2 (7)
10	0.785	75	1.31	98	146	25	33
56 (2)	1.000	95 (4)	1.29	123	180	39	51
100	1.085	103	1.27	131	192	44	57
200	1.190	113	1.24	140	205	50	65
300	1.265	120	1.21	145	213	54	70
400	1.317	125	1.17	146	214	55	71

(1) Based on records at North Head, Washington.

(2) Height of station anemometer above ground.

(3) $\frac{V_1}{V_2} = \left(\frac{H_1}{H_2}\right)^{\frac{1}{n}}$ with n = 7. See ENR 5-23-35, p. 742.

(4) Maximum steady wind, 1884-1952.

(5) Varies 1.3 at 30 feet to 1.14 at 500 feet. See "Minimum Design Loads on Buildings and Other Structures" ASA 9-3-55, Appendix A5.1.

(6) $p = \frac{CP\,V^2}{2}$ wherein C is shape factor
P is mass of an 0.00238 slugs/ft^3 at 15° C
V is wind velocity in ft/sec
See ASCE Trans. V120, 1955, p. 721.

(7) See reference note 5 above.

THIS IS PRELIMINARY - SUBJECT TO FURTHER RESEARCH AND STUDY.

NOTED
G. S. PAXSON

Roy C. Edgerton
August 19, 1958

File Astoria Bridge

FORM E-123 (SH) 4-58

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OCT 15 1958
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COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

E-643-4 (1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Files

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 14, 1958

Mr. Russell Colwell
Vice President
First National Bank of Portland
Portland, Oregon

Dear Mr. Colwell:

As Mr. Paxson has advised you, the Washington Toll Bridge Authority has called upon the firm of Coverdale and Colpitts to re-evaluate their traffic estimate for the Astoria Bridge which is given in the report of the Tudor Engineering Company and Coverdale and Colpitts, dated March 1955, a copy of which was previously sent you. At a conference in Olympia on October 8, a representative of Coverdale and Colpitts orally presented a report of this re-evaluation.

They left with us the attached 17 tables of data and are to furnish us with a narrative report later. The tables, however, give the pertinent data. Most of these tables are details which influence their thinking and calculations in arriving at the estimated gross and net revenue shown in Table 17, which is the last of the series.

Table 1 is simply a ferry schedule giving the estimated average interval between ferry trips.

Table 2 gives the location and volume of traffic interviewed in the study. You will note that for the 2½ days in which the survey was made, they had quite a complete coverage of all traffic. Traffic was asked where it originated and where it was going to determine the probable use of a bridge if it should be built.

Table 3 is a tabulation of the ferry traffic during July of 1958. July usually ranks next to August and is the second highest travel month.

Table 4 shows the traffic on the ferry for the 12-month period between April 1957 and March 1958.

Table 5 is a summation of the results of the interviews at the traffic stations described in Table 2. You will note that approximately 60 per cent of the traffic either originates in Clatsop County or is destined to Clatsop County and that there is a very small amount of this traffic which is through traffic.

Table 6 gives the toll schedules on the Astoria ferry and on toll bridges in the northwest region. The present Astoria ferry toll is the

highest toll charged on any of these toll projects and the proposed bridge toll (Table 7) will be even higher.

Table 7 shows the traffic and revenue on the present ferry and also shows the anticipated revenue on the proposed bridge for this same volume of traffic with the toll schedule that they have suggested, which is $1.75 per vehicle.

Table 8 is an estimate of the distance and time saving for alternate routes between Portland, Oregon, and Long Beach, Washington, by way of the Interstate Bridge and by way of the Astoria crossing. You will note that a saving of 6.9 miles can be made by way of Astoria with a time saving of 17 minutes. It would, however, cost an additional $1.55 in tolls assuming that the Interstate Bridge at Vancouver is on a toll basis of 20 cents per car. The same comparison is made for the trip from Olympia to Astoria showing a 7.5-mile saving in distance and 11 minutes saving in time with an additional toll cost of $1.15. This alternate route from Olympia to Astoria would be by way of the Longview Bridge.

Table 9 is a comparison of the volume of traffic using the route on the Washington side of the river from Portland to Long Beach and using US26 from Portland to Seaside.

Table 10 is an estimate of traffic that could be diverted from present crossings of the Columbia River to the Astoria Bridge if it were built. You will note that this estimate of diverted traffic is approximately 25,000 vehicles per year which will enter into the total estimate of traffic that would use the bridge.

Table 11 shows the change in traffic in the eleven-year period from the beginning of 1947 through 1957. You will note that by coincidence the average daily traffic over the Astoria ferry was exactly the same in 1957 as it was in 1947.

Table 12 shows the average daily traffic on the Lower Columbia River route in Washington (US830), the Lower Columbia River route in Oregon (US30), and the Sunset Highway in Oregon (US26). You will note that there has been a slight decrease in traffic on the Sunset Highway in 1957 and an increase on US30 in the same year. This is probably due to recent improvements made on US30 which have diverted a small amount of traffic from US26.

Table 13 is the change in the gasoline consumption in Washington and Oregon from 1947 through 1957 and shows the slowing down in the increase of gasoline used during the last two years. There is an error in these figures, at least for the years 1956 and 1957. The gross amount of gasoline used in 1957 was 1.5 per cent under the amount used in 1956. The net amount used (gas subjected to tax) decreased 1 per cent. Our records show:

Year	1,000 Gallons	
	Gross	Net
1956	628,162	568,099
1957	618,500	562,260
	- 9,662	- 5,839

Table 14 shows the population growth in Oregon and Washington and also in the two counties at the mouth of the Columbia River - Pacific County in Washington and Clatsop County in Oregon.

Table 15 gives an estimate of the gross revenue which could be anticipated on the bridge with present ferry traffic and traffic that could be diverted from other crossings. This gross revenue amounts to $278,840 per year. Since it is probable that increased capacity of the structure would draw more trucks than now operating, an adjustment of this traffic might raise the gross revenue to $295,913. It is anticipated that traffic between now and the opening of the bridge in 1964 might increase at the rate of 2 per cent per year, amounting to an increase of 19,000 vehicles and also that the better facilities might induce or generate an additional 25 per cent of traffic. Under these assumptions the gross revenue the first year the structure is opened is given as $417,000.

Table 16 is an estimate of maintenance and operation costs amounting to $202,000 per year.

Table 17 is a forecast of gross and net revenue on the structure from its assumed opening to traffic in 1964 to and including 1973. You will note that the net revenue anticipated starts with $215,000 in 1964 and raises to $307,000 in 1973. The total estimated net revenue for these 10 years is $2,738,000. This table also projects the anticipated revenue for an additional 20 years as a total of $6,140,000, giving a total net revenue over a 30-year period of $8,878,000.

This is a much more conservative estimate than was made three years ago as you will note by comparing it with the table facing page 18 of the Coverdale and Colpitts report of 1955 in which the estimated net revenue the first year of operation was given as $617,700.

Very truly yours,

W. C. Williams
State Highway Engineer

Attachments

Letter with attachments sent:

Mr. Robert Hall, Vice President, Blyth and Company, Inc., Pacific Bldg., Portland
Mr. Fred Paulus, Deputy State Treasurer, Salem
Mr. Fred G. Johnson, Vice President, U. S. National Bank of Portland, Portland
Mr. D. B. Hedges
Mr. M. K. McIver

(1)

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

ANALYSIS OF SCHEDULE OF ASTORIA-MEGLER FERRY

	No. of Months	No. of Trips per Day	Total No. of Trips During Period	Per Cent of Total Annual Trips During Period	From Astoria		From Megler		Average Interval Between Trips (Minutes)
					First Trip	Last Trip	First Trip	Last Trip	
January, February, March, April, October, November, December	7	10	2,120	46.3	6:30AM	8:00PM	7:15AM	8:45PM	90
May, first part of June, last part of September	2	11	671	14.7	6:30AM	9:30PM	7:15AM	10:15PM	90
Last part of June first part of September	1	16	480	10.5	6:30AM	9:30PM	7:15AM	10:15PM	60
July, August	2	21	1,302	28.5	6:30AM	9:30PM	7:15AM	10:15PM	45
Annual Totals or Averages		12.5	4,573	100.0					81.7

Crossing Time: Approximately 30 Minutes

PROPOSED COLUMBIA RIVER BRIDG

SUMMARY DATA OF THE OPERATION OF ORIGIN A

Survey Station No.	Highway No.	Location	Period of Operation
1	US 101 (Astoria Megler Ferry)	Between Astoria, Oregon and Megler, Washington	9 AM-12 Noon, Saturday, July 6 AM-10 PM, Sunday, July 6 AM-10 PM, Monday, July Stat
2	US 830	West of Stella, Washington	3 PM- 6 PM, Saturday, July 6 AM- 9 PM, Sunday, July 6 AM- 9 PM, Monday, July Stat
3	US 26	East of Junction with US 101, Clatsop County, Oregon	9 AM- 6 PM, Tuesday, July
			GR

(2)

RIVER BRIDGE (ASTORIA-MEGLER)

OF ORIGIN AND DESTINATION SURVEY STATIONS

Operation	Traffic During Survey Period	No. of Interviews	Per Cent Interviewed	Estimated Traffic - 1958	
				Annual Average Daily Traffic	Total Annual Traffic
urday, July 26, 1958	174	174	100.0%		
day, July 27, 1958	832	832	100.0		
day, July 28, 1958	691	691	100.0		
Station Total	1,697	1,697	100.0%	342	125,000
urday, July 26, 1958	381	365	95.8%		
day, July 27, 1958	2,887	2,731	94.6		
ay, July 28, 1958	1,707	1,650	96.7		
Station Total	4,975	4,746	95.4%	1,603	585,000
sday, July 29, 1958	1,676	1,615	96.4%	1,986	725,000
GRAND TOTAL	8,348	8,058	96.5%	3,931	1,435,000

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

TRAFFIC OF ASTORIA-MEGLER FERRY BY DAYS, JULY 1958

Day		No. of Vehicles
Tuesday	1	534
Wednesday	2	633
Thursday	3	784
Friday	4	972
Saturday	5	980
Sunday	6	956
Monday	7	786
Tuesday	8	633
Wednesday	9	670
Thursday	10	687
Friday	11	703
Saturday	12	713
Sunday	13	878
Monday	14	682
Tuesday	15	647
Wednesday	16	754
Thursday	17	699
Friday	18	708
Saturday	19	760
Sunday	20	1,003
Monday	21	738
Tuesday	22	656
Wednesday	23	658
Thursday	24	661
Friday	25	706
Saturday	26	731
Sunday	27	972
Monday	28	803
Tuesday	29	762
Wednesday	30	724
Thursday	31	703
Total		23,296

Average Days	No. of Vehicles	Per Cent of Average Week
Sunday	952	17.9
Monday	752	14.2
Tuesday	646	12.2
Wednesday	688	12.9
Thursday	707	13.3
Friday	772	14.5
Saturday	796	15.0
Average Week	5,313	100.0
Average Day of Month	751	14.1

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

TRAFFIC OF ASTORIA-MEGLER FERRY BY MONTHS, APRIL 1957-MARCH 1958

	Number of Vehicles	Per Cent of 12 Months
1957: April	7,060	5.6
May	8,112	6.5
June	13,758	11.0
July	21,029	16.8
August	26,151	20.9
September	18,046	14.4
October	7,100	5.7
November	5,131	4.1
December	5,613	4.5
1958: January	3,288	2.6
February	4,696	3.7
March	5,234	4.2
Total	125,218	100.0

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

ORIGINS AND DESTINATIONS OF TRAFFIC ON ASTORIA-MEGLER FERRY
PERCENTAGES OF ESTIMATED ANNUAL TRAFFIC, 1958

Trips Between → ↓	Washington			
	Pacific County	Olympic Peninsula (Including Aberdeen and Bremerton)	South and East Sides of Puget Sound	Total
	(Percentages of Total Trips)			
Oregon				
Clatsop County	25%	15%	20%	60%
Tillamook County	3	5	5	13
Coastal Counties, Lincoln and South	3	2	3	8
Portland	11	2	4	17
Interior (other than Portland)	2	-	-	2
TOTAL	44%	24%	32%	100%

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-ME

TOLL SCHEDULES IN EFFECT AT VARIOUS CROSSI
THE COLUMBIA RIVER AND PUGET SOUND

	Astoria-Megler Ferry	Puget Island Ferry	Longview Bridge	Interstate Bridge*	The B
Passenger Car	$1.25	$1.00 RT 1.75	$ .50	$.20	
Passenger, other than Driver	Adult $ .25 Child .15	$ .15 RT .25			
Passenger Car with Trailer	to 25' $1.50 to 35' 2.00 to 50' 2.75		$ .75	$.40	
Truck	to 20' $1.75 20'-30' 2.50 30'-40' 3.00 40'-50' 3.50 50'-55' 4.25	$1.50 RT 2.50	2T- 3T $ .75 3T- 6T 1.00 6T- 9T 1.20 9T-12T 1.40 12T-15T 1.60 15T-18T 1.80 18T-21T 2.00 21T-24T 2.20 24T-27T 2.40 27T-30T 2.60 30T-33T 2.80 33T-36T 3.00	Single $.40 Comb. .60	2 ax 3 ax 4 ax 5 ax 6 ax
Bus	Same as truck		Interurban $1.00 Other 1.75	$.45	
Passenger in Bus	Adult $ .25 Child .15				
Types of Traffic for which Reduced Rate Tickets are Available	none	Passenger Cars and Trucks	Passenger Cars; Discount for Trucks and Buses varying with monthly usage	Passenger Cars and Trucks	no

*This bridge is now free; toll schedule shown is for proposed applicatio
**Combination rates are available for trips over Tacoma Narrows and Fox I
RT - Round trip.

RIDGE (ASTORIA-MEGLER)

AT VARIOUS CROSSINGS OF
R AND PUGET SOUND

nterstate Bridge*	The Dalles Bridge	Umatilla Bridge	Tacoma Narrows Bridge**	Fox Island Bridge**
$.20	$ .50	$1.00 RT 1.25	$ .50	$ .50
			$ .10	$ .10
$.40		Utility $1.25 Other 1 axle 1.50 Other 2 axle 1.75	Light $ .75 Other 1.05	Light $1.00 Other 1.95
ingle $.40 mb. .60	2 axle $1.00 3 axle 1.50 4 axle 2.00 5 axle 2.50 6 axle 3.00	2 axle $1.50 3 axle 2.00 4 axle 2.75 5 axle 3.50 6 axle 4.25	2T- 3T $ .65 3T- 6T 1.00 6T- 9T 1.50 9T-12T 2.00 12T-15T 2.50 15T-18T 3.00 18T-21T 3.60 21T-24T 4.20 24T-27T 4.90 27T-30T 5.60 30T-33T 6.30 33T-36T 7.00	3T- 6T $ .95 6T- 9T 1.45 9T-12T 1.95 12T-15T 2.40 15T-18T 2.85 18T-21T 3.35 21T-24T 3.85 24T-27T 4.35 27T-30T 4.80 30T-33T 5.25 33T-36T 5.75
$.45		$1.50	$1.00	$ .75
			$ .10	$ .10
Passenger ars and rucks	none	none	Passenger Cars and Passengers; Discount for Trucks and Buses varying with monthly usage	Passenger Cars and Passengers

proposed application when toll plan becomes effective.
a Narrows and Fox Island bridges.

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

TRAFFIC AND REVENUE OF ASTORIA-MEGLER FERRY FOR 12 MONTHS ENDIN
RECLASSIFICATION OF TRAFFIC SHOWING REVENUE UNDER RECOMMENDED TOLL S

Astoria-Megler Ferry				
	April 1957 - March 1958			
Classification	Traffic	Toll	Revenue	Classificati
Passenger cars and pickups	114,456	$1.25	$143,070.00	Passenger cars, pickup ar
Passenger cars with:				Passenger cars with:
Trailers up to 25 ft.	265	1.50	397.50	Trailers, 1 axle
Trailers up to 35 ft.	2,832	2.00	5,664.00	Trailers, 2 or more axl
Trailers over 35 ft.	400	2.75	1,100.00	
Motorcycles	439	.50	219.50	Motorcycles
Motorcycles with sidecars	10	.75	7.50	Motorcycles with sidecars
Trucks				Trucks
Under 20 ft.	2,351	1.75	4,114.25	Gross lic. wt.- 4,000 t
20 ft. to 30 ft.	3,494	2.50	8,735.00	6,001 t
30 ft. to 40 ft.	474	3.00	1,422.00	12,000 t
40 ft. to 50 ft.	466	3.50	1,631.00	18,000 t
Over 50 ft.	31	4.25	131.75	24,000 t
				30,000 t
				36,000 t
				42,000 t
				48,000 t
				54,000 t
				60,000 t
				66,000 t
Passengers				Buses
Children	40,613	.15	6,091.95	
Adults	191,605	.25	47,901.25	
Truck loads - tons	10,564	.25	2,641.00	
Livestock - head	205	.50	102.50	
Package freight - Cwt.		.50	697.00	
Total Revenue			$223,926.20	Total Revenue
Totals and Averages	Vehicles			Totals and Averages
Passenger cars and passengers	114,456	$1.72	$197,063.20	Passenger cars and pass
Trucks and cargo	6,816	2.86	19,474.50	Trucks and cargo
Others	3,946	1.87	7,388.50	Others
All Vehicles	125,218	$1.79	$223,926.20	All Vehicles

A RIVER BRIDGE (ASTORIA-MEGLER)

MEGLER FERRY FOR 12 MONTHS ENDING WITH MARCH 1958, AND
REVENUE UNDER RECOMMENDED TOLL SCHEDULE FOR PROPOSED BRIDGE

Classification	Proposed Bridge Pro forma Traffic	Toll	Revenue
Passenger cars, pickup and panel trucks	114,456	$1.75	$200,298.00
Passenger cars with:			
Trailers, 1 axle	3,322	2.00	6,644.00
Trailers, 2 or more axles	175	3.00	525.00
Motorcycles	439	1.75	768.25
Motorcycles with sidecars	10	1.75	17.50
Trucks			
Gross lic. wt.- 4,000 to 6,000 lbs.	532	2.25	1,197.00
6,001 to 12,000 lbs.	279	2.50	697.50
12,000 to 18,000 lbs.	1,131	2.75	3,110.25
18,000 to 24,000 lbs.	3,088	3.00	9,264.00
24,000 to 30,000 lbs.	1,336	3.25	4,342.00
30,000 to 36,000 lbs.	41	3.50	143.50
36,000 to 42,000 lbs.	34	3.75	127.50
42,000 to 48,000 lbs.	75	4.00	300.00
48,000 to 54,000 lbs.	75	4.25	318.75
54,000 to 60,000 lbs.	75	4.50	337.50
60,000 to 66,000 lbs.	75	4.75	356.25
66,000 to 72,000 lbs.	75	5.00	375.00
Buses	-	3.00	-
Total Revenue			$228,822.00
Totals and Averages	Vehicles		
Passenger cars and passengers	114,456	$1.75	$200,298.00
Trucks and cargo	6,816	3.02	20,569.25
Others	3,946	2.02	7,954.75
All Vehicles	125,218	$1.83	$228,822.00

Coverdale & Colpitts
Consulting Engineers
120 Wall St., New York

(8)

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

COMPARISON OF IMPORTANT POTENTIAL TRIPS VIA OTHER BRIDGES AND VIA PROPOSED BRIDGE

	Distance (Miles)	Time (Hrs.&Mins.)	Passenger Car Toll
Portland-Long Beach			
Via Interstate Bridge (US 99 - 830 - 101)	134.0	3:04	$0.20
Via Proposed Bridge (US 26 - 101)	127.1	2:47	1.75
Saving via Proposed Bridge	6.9	0:17	-1.55
Olympia - Astoria			
Via Longview Bridge (US 99 - 30)	127.3	2:48	$0.60
Via Proposed Bridge (Wash 9 - US 101 - 830 - Wash 128)	119.8	2.37	1.75
Saving via Proposed Bridge	7.5	0:11	-1.15

(9)

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

Comparison of Passenger-Car Travel: Portland-Seaside vs. Portland-Long Beach

	Estimated Annual Passenger Cars 1958
Portland - Seaside (Interviewed at Survey Station No. 3, US 26)	192,190
Portland - Long Beach (Interviewed at Survey Station No. 2, US 830)	65,519

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

Sources of Traffic Diverted From Other Bridges (1958 Level)

			Total Annual Traffic	Per Cent Diverted	Annual Traffic Diverted
Survey Station No. 2					
12 Long Beach	13 Portland	Passenger cars	65,597	10	6,560
		Trucks, 2A 4T	4,556	10	456
		2A 6T	504	10	50
		3A	932	0	
		5A	1,438	0	
			73,027		7,066
3 Svenson	12 Long Beach	Passenger cars	1,532	90	1,379
		Trucks, 2A 4T	236	90	212
			1,768		1,591
8 Cathlamet	9 Tillamook	Passenger cars	724	70	507
		Trucks, 2A 4T	236	70	165
			960		672
All other potential movements			11,358	20.9	2,377
Non-potential movements			497,887	0	
Total			585,000		11,706
Survey Station No. 3					
1 Seaside	8 Cathlamet	Passenger cars	2,016	50	1,008
		Trucks, 2A 4T	1,041	50	521
		2A 6T	901	0	
			3,958		1,529
1 Seaside	20 Seattle	Passenger cars	2,940	50	1,470
			2,940		1,470
20 Seattle	25 Astoria	Passenger cars	1,628	25	407
			1,628		407
All other potential movements			1,660	43.7	725
Non-potential movements			714,814	0	
Total			725,000		4,131

			Total Annual Traffic	Per Cent Diverted	Annual Traffic Diverted
Longview Bridge					
1 Astoria-Seaside	20 Seattle	Passenger cars	42,169	20	8,434
		Trucks	850	5	43
			43,019		8,477
1 Astoria-Seaside	32 British Columbia	Passenger cars	2,338	20	468
			2,338		468
1 Astoria-Seaside	18 Bremerton	Passenger cars	2,904	10	290
			2,904		290
All other movements			564,739		
Total			613,000		9,235
Grand Total			1,923,000		25,072

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

GROWTH OF TRAFFIC ON ASTORIA-MEGLER FERRY,
LONGVIEW BRIDGE AND INTERSTATE BRIDGE, 1947-1957

Year	Astoria-Megler Ferry		Longview Bridge		Interstate Bridge	
	No. of Vehicles	Per Cent Change	No. of Vehicles	Per Cent Change	No. of Vehicles	Per Cent Change
	(Annual Average Daily Traffic)					
1947	343		717		29,103	
1948	336	- 1.9	1,007	+40.4	31,887	+ 9.6
1949	331	- 1.5	806	-20.0	29,126	- 8.7
1950	336	+ 1.5	779	- 3.3	31,623	+ 8.6
1951	393	+17.0	891	+14.4	32,228	+ 1.9
1952	414	+ 5.3	1,039	+16.6	34,500	+ 7.0
1953	401	- 3.2	1,181	+13.7	30,434	-11.8
1954	367	- 8.5	1,257	+ 6.7	29,629	- 2.6
1955	388	+ 5.7	1,380	+ 9.8	32,400	+ 9.4
1956	357	- 8.0	1,498	+ 8.6	34,400	+ 6.2
1957	343	- 3.9	1,557	+ 3.9	34,900	+ 1.5
Annual Rate of Growth 1947-1957		0		+ 8.1		+ 1.8

Proposed Columbia River Bridge (Astoria-Megler)

Records of Traffic at Points on Significant Washington and Oregon Highways

Year	Washington US 830 West of Stella	Oregon US 30 West of Ranier	Oregon US 26 at Sunset Tunnel	Sum of 3 Routes
	(Annual Average Daily Traffic)			
1950	1,521			
1951	1,401			
1952	1,359		2,222	
1953			2,268	
1954	1,500		2,157	
1955	1,750	1,481	2,218	5,931
1956	1,600	1,545	2,228	5,745
1957	1,550	1,613	2,112	5,563

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

MOTOR FUEL CONSUMPTION IN WASHINGTON AND OREGON: 1947-1957

Year	Washington		Oregon	
	1,000 Gallons	Per Cent Increase	1,000 Gallons	Per Cent Increase
1947	524,676		383,410	
1948	562,099	7.1	419,003	9.3
1949	581,163	3.4	433,525	3.4
1950	618,953	6.5	468,395	8.0
1951	665,733	7.6	500,295	6.8
1952	699,284	5.0	524,208	4.8
1953	730,954	4.5	530,897	1.3
1954	748,776	2.4	533,753	0.5
1955	798,641	6.7	569,228	6.6
1956	833,111	4.3	594,558	4.4
1957	840,907	0.9	601,398	1.2
Annual rate of growth 1947-1957		4.8		4.6
Annual rate of growth 1952-1957		3.8		2.8

Proposed Columbia River Bridge (Astoria-Megler)

Growth in Population of Washington and Oregon and Significant Subdivisions, 1940-1956

	Washington	Pacific County	Oregon	Clatsop County	Astoria
1940 census	1,736,191	15,928	1,089,684	24,697	10,389
1950 census	2,378,963	16,558	1,521,341	30,776	12,331
Estimate of 1/1/56*	2,602,000	16,700	1,684,000	30,700	N.A.
Annual rate of growth 1940-1956	2.6%	0.3%	2.8%	1.4%	1940-1950 1.7%
Annual rate of growth 1950-1956	1.5	0.1	1.7	0	N.A.

* From Rand McNally Commercial Atlas and Marketing Guide, 1958.

N.A. - Not available.

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

Development of Estimated Traffic and Revenue, First Year of Operation, 1964

	Vehicles	Average Toll	Revenue
Assumed from Astoria-Megler Ferry	125,218	$1.83	$228,822
Added: Buses (4 per day)	1,460	3.00	4,380
Diversion from:			
Survey Station No. 2	11,706	1.88	22,052
Survey Station No. 3	4,131	1.78	7,360
Longview Bridge	9,235	1.76	16,226
Total	151,750	$1.84	$278,840
Adjustment of Traffic Composition			
85% Passenger Cars at $1.75; 15% Trucks at $3.00 average	151,750	$1.95	$295,913
Rounded to	152,000		
Growth to 1964 at 2% per year	19,000		
	171,000		
Induced Traffic, First Year, 25%	43,000		
1964 Total	214,000	$1.95	$417,000

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

Estimated Operating and Maintenance Expenses, First Year of Operation (Based on 1958 Levels of Wages and Prices)

	Annual Expenses
Operation	
1 manager	$ 5,000
7 collectors and tellers at $3,500	24,500
Light and power	7,500
Insurance	50,000
Miscellaneous	2,500
Subtotal	$ 89,500
Maintenance	
Routine maintenance	$ 50,000
Reserve for painting	50,000
Unusual expenses: 0.05% of replacement cost up to reserve of 0.2%	12,500
Subtotal	$112,500
Total	$202,000

Note: The Oregon State Highway Department reports that it incurs a deficit of approximately $90,000 per year in the operation of the Astoria-Megler Ferry.

For the projections which follow, we estimate that the annual expenses will increase $3,000 each year.

PROPOSED COLUMBIA RIVER BRIDGE (ASTORIA-MEGLER)

Estimated Traffic and Net Revenue, First 10 Years of Operation, 1964-1973

Year	Per Cent Increase	Vehicles	Gross Revenue at $1.95 Per Vehicle	Operating and Maintenance Expenses (A) ~~at $944 Per 1,000 Vehicles~~	Net Revenue
1964		214,000	$417,000	$202,000	$215,000
1965	2% + 10% Induced	235,000	458,000	205 ~~222~~,000	253 ~~236~~,000
1966	2%	240,000	468,000	208 ~~227~~,000	260 ~~241~~,000
1967		245,000	478,000	211 ~~231~~,000	267 ~~247~~,000
1968		250,000	488,000	214 ~~236~~,000	274 ~~252~~,000
1969		255,000	497,000	217 ~~241~~,000	280 ~~256~~,000
1970		260,000	507,000	220 ~~245~~,000	287 ~~262~~,000
1971		265,000	517,000	223 ~~250~~,000	294 ~~267~~,000
1972		270,000	527,000	226 ~~255~~,000	301 ~~272~~,000
1973		275,000	536,000	229 ~~260~~,000	307 ~~276~~,000
	10 year Total, 1964-1973		$4,893,000	$2,155,000	$2,738,000
	20 year Total, 1974-1993		$10,720,000	$4,580,000	$6,140,000
	30 year Total		$15,613,000	$6,735,000	$8,878,000

(A) Increased by $3,000 each year.

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Antoni F. Konikow, Governor
Chairman of Authority
Cliff Yelle, State Auditor
Francis Pearson, Chairman
Public Service Commission
Ernest A. Cowell, Chairman
State Highway Commission
Lloyd K. Nelson, Director
Department of General Administration

STATE OF WASHINGTON

W. A. Bugge, Director of Highways
Ex Officio Member
D. B. Hedges
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

October 10, 1958

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Responsive to your request, I am transmitting herewith a complete copy of Chapter 172, Washington Session Laws of 1957. The section to which you referred is on Page 8, Section 39.

I do not know if the balance of the Act will be of any value to you for reference purposes but thought you might be interested in having a complete copy of our Omnibus bill.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.

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STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

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OFFICE OF
STATE HIGHWAY ENGINEER

CHAPTER 172

HOUSE BILL NO. 627

AN ACT Relating to highways and the operation of vehicles thereon; describing powers and duties of the Washington state highway commission, the Washington state toll bridge authority, and the interim committees on highways, streets and bridges; establishing and designating certain highways; providing for surveys and studies of proposed highway additions and proposed toll facilities; prescribing fees for certain motor vehicles; amending section , chapter 190, Laws of 1937 and RCW 47.16.010, section 1, chapter 180, Laws of 1955 and RCW 47.16.080, section 12, chapter 247, Laws of 1951 and RCW 43.27.100, section 1, chapter 150, Laws of 1941 and RCW 47.16.110, sections 4, 5, 6, 9, 12, 17, 20, 21, 24, 33 and 38, chapter 383, Laws of 1955 and RCW 47.16.140, 47.16.190, 47.20.010, 47.20.030, 47.20.060, 47.20.110, 47.20.170, 47.20.180, 47.20.210, 47.20.320, and 47.20.350, section 7, chapter 239, Laws of 1943, as amended by section 6, chapter 280, Laws of 1955 and RCW 47.20.130 through 47.20.160, section 14, chapter 207, Laws of 1937, as amended by section 9, chapter 239, Laws of 1943, and section 10, chapter 273, Laws of 1951, section 11, chapter 280, Laws of 1955 and section 2, chapter 209, Laws of 1953 and RCW 47.20.410, 47.20.420 and 47.20.430, and section 9, chapter 254, Laws of 1955, as amended by section , chapter 384, Laws of 1955 (uncodified), and adding three new sections to RCW 47.20; making appropriations; and declaring an emergency.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Section 1. This act shall be known as the Washington state highway act of 1957.

Sec. 2. Section 1, chapter 190, Laws of 1937 and RCW 47.16.010 are each amended to read as follows:

A primary state highway to be known as primary state highway No. 1, or the Pacific highway, is established as follows: Beginning at the international boundary line in the vicinity of Blaine, in Whatcom county, thence in a southerly direction by way of Bellingham, thence to the east of Lake Samish, thence in a southerly direction by way of Mt. Vernon, Everett, Seattle, Tacoma, Olympia, Centralia, Chehalis, Kelso, and Vancouver to the Washington-Oregon boundary line on the interstate bridge over the Columbia river; also beginning at Bellingham on primary state highway No. 1, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom county; also beginning at Bellingham on primary state highway No. 1, thence in a southerly direction by way of Blanchard to a junction with primary state highway No. 1, in the vicinity of Mt. Vernon; also beginning at Mt. Vernon on primary state highway No. 1, thence in a westerly direction to Anacortes; also beginning at Everett in the vicinity of Broadway Avenue, thence in a southwesterly direction to a junction with primary state highway No. 1, in the vicinity south of Everett; also beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northeasterly direction to Renton, thence northerly east of Lake Washington to primary state highway No. 1 north of Seattle; and also until the federal aid interstate route No. 1 through Seattle is open to through traffic, beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northwesterly direction west of the Duwamish river to Seattle.

Sec. 3. Section 12, chapter 383, Laws of 1955 and RCW 47.20.060 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 1, are established as follows:

Secondary state highway No. 1K; beginning at Seattle on primary state highway No. 1, thence in a southerly direction to Des Moines, thence in a southeasterly direction to a junction with primary state highway No. 1;

Secondary state highway No. 1L; beginning on primary state highway No. 1 in the vicinity of Seattle, thence in a westerly direction to a junction with secondary state highway No. 1K near Sunnydale.

Sec. 4. Section 7, chapter 239, Laws of 1943, as amended by section 6, chapter 280, Laws of 1955 (heretofore divided and codified as RCW 47.20.130, 47.20.140, 47.20.150, and 47.20.160) is divided and amended as set forth in sections 4, 5, 6, and 7 of this act.

Sec. 5. (RCW 47.20.130) Secondary state highways as branches of primary state highway No. 2 are established as follows:

Secondary state highway No. 2A; beginning on primary state highway No. 2 in the vicinity of Woodinville, thence in a southerly direction to a junction with primary state highway No. 1 in the vicinity north of Kirkland.

Secondary state highway No. 2B; beginning at a junction with primary state highway No. 2 in the vicinity of Lake Forest Park, thence in a northwesterly direction to a junction with primary state highway No. 1 in the vicinity of the Snohomish county line.

Sec. 6. (RCW 47.20.140) Secondary state highways as branches of primary

State highway No. 2D are established as follows:
Secondary state highway No. 2D; beginning at a junction with primary state highway No. 2 in the vicinity west of Issaquah, thence in a northerly direction to the west of Lake Sammamish to Redmond on primary state highway No. 1; thence in a westerly direction to Kirkland on primary state highway No. 1;
Secondary state highway No. 2E; beginning at a junction with primary state highway No. 2 west of Cle Elum, thence in a northwesterly direction by way of Roslyn to the National Forest boundary in the vicinity of Lake Cle Elum.

Sec. 7. (RCW 47.20.150) Secondary state highways as branches of primary state highway No. 2 are established as follows:
Secondary state highway No. 2F; beginning at a junction with primary state highway No. 2 in the vicinity north of Coulee City, thence in a northeasterly direction to the boundary of the feceral reservation at the Grand Coulee dam;
Secondary state highway No. 2G; beginning at a junction with primary state highway No. 2 in the vicinity west of Reardan, thence in a southerly direction by way of Edwall to a junction with secondary state highway No. 11F in the vicinity northwest of Sprague.

Sec. 8. (RCW 47.20.160) Secondary state highways as branches of primary state highway No. 2 are established as follows:
Secondary state highway No. 2H; beginning at Spokane on primary state highway No. 2, thence in an easterly direction by way of Millwood to a junction with primary state highway No. 2 in the vicinity of the Washington-Idaho boundary line;
Secondary state highway No. 2I; beginning at a junction with primary state highway No. 2 in the vicinity of Virden, thence southeasterly to a junction with primary state highway No. 3 in the vicinity of Woldale.

Sec. 9. Section 1, chapter 280, Laws of 1953 and RCW 47.16.080 are each amended to read as follows:
A primary state highway to be known as primary state highway No. 8, or the Evergreen highway, is established as follows: Beginning at Vancouver on primary state highway No. 1, thence in easterly direction by way of Stevenson to Goldendale, thence in a northeasterly direction by way of Satus Pass to junction with primary state highway No. 3, southeast of Yakima; also beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to connect with the approach to the Biggs Rapids toll bridge across the Columbia river; also, beginning in the vicinity of Maryhill, running thence easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth, thence in a northeasterly direction to a junction with primary state highway No. 3, in the vicinity of Kennewick; also, beginning at a junction with primary state highway No. 8 in the vicinity of Paterson, thence in a northerly direction to a junction with primary state highway No. 3 in the vicinity of Prosser.
The route of primary state highway No. 8 beginning at a junction with primary state highway No. 3, in the vicinity of Maryhill, thence in a southerly direction to the ferry landing of the Maryhill ferry on the Columbia river shall remain a part of such highway until the Biggs Rapids toll bridge and approaches are connected and opened to traffic.

Sec. 10. Section 5, chapter 383, Laws of 1955 and RCW 47.16.140 are each amended to read as follows:
A primary state highway to be known as primary state highway No. 14, or the Navy Yard highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 21 near the southwest end of Sinclair Inlet, thence northeasterly by way of Port Orchard to Manchester and Point Southworth; also beginning at a junction with primary state highway No. 14 in the vicinity of Port Orchard, as herein described, thence in a southeasterly direction by way of the Tacoma Narrows Bridge to a junction with primary state highway No. 1 in Tacoma.
The route of primary state highway No. 14 extending to Harper as provided by section 5, chapter 383, Laws of 1955 shall remain a part of such highway until a ferry landing is constructed and opened to public use at Point Southworth.

Sec. 11. Section 4, chapter 383, Laws of 1955 and RCW 47.16.190 are each amended to read as follows:
A primary state highway to be known as primary state highway No. 21, or the Kitsap Peninsula highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 9 near the mouth of the Snohomish river, thence in a northeasterly direction along the southeast shore of Hood Canal to the vicinity of Belfair, thence northeasterly by the most feasible route to Bremerton, thence northerly and easterly by the most feasible route in the vicinity of Poulsbo to Port Gamble, thence southerly and easterly to Kingston; also beginning at Keyport, thence in a westerly direction by the most feasible route to a junction with primary state highway No. 21, as herein described.
The route of primary state highway No. 21, beginning at Lofall established by section 4, chapter 383, Laws of 1955 shall remain a part of such highway to service ferry traffic and shall not be superseded by this section until the Hood Canal bridge and approaches are constructed and opened to traffic.

Sec. 12. Section 36, chapter 383, Laws of 1955 and RCW 47.20.380 are each amended to read as follows:
Secondary state highways as branches of primary state highway No. 9 are established as follows:
Secondary state highway No. 9E; beginning at a junction with primary state highway No. 9 in the vicinity south of Discovery Bay, thence in a southeasterly direction to the vicinity of Shine on Hood Canal;
The route of secondary state highway No. 9E to South Point established by section 36, chapter 383, Laws of 1955 shall remain a part of such highway to service ferry traffic and shall not be superseded by this section until the Hood Canal bridge and approaches are constructed and open to traffic.
Secondary state highway No. 9F; beginning at Sequim on primary state highway No. 9, thence in a northerly direction to Dungeness.

Sec. 13. Section 1, chapter 130, Laws of 1941 and RCW 47.16.110 are each amended to read as follows:

A primary state highway to be known as primary state highway No. 11, or the Columbia Basin highway, is established as follows: Beginning at Pasco on primary state highway No. 3, thence in a northeasterly direction by way of Connell, Lind, Ritzville, Sprague, and Cheney, to a junction with primary state highway No. 2, in the vicinity west of Spokane: PROVIDED, That the Washington state highway commission is authorized to construct as a part of primary state highway No. 11 and the federal interstate system a bypass in the vicinity of Cheney.

Sec. 14. Section 7, chapter 383, Laws of 1955 and RCW 47.20.010 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1A; beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Lawrence, thence in a northerly direction to the international boundary in the vicinity west of Sumas; also beginning at a junction with secondary state highway No. 1A in the vicinity of Nooksack, thence southwesterly by way of Everson to a junction with secondary state highway No. 1B in the vicinity of Wiser Lake; also beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Deming, thence in a southerly direction by way of Sedro Woolley, Arlington and Snohomish to a junction with primary state highway No. 2 in the vicinity of Woodinville;

Secondary state highway No. 1B; beginning at Bellingham on primary state highway No. 1, thence in a northerly direction to the international boundary in the vicinity east of Delta; also beginning at a junction with secondary state highway No. 1B approximately 2.7 miles south of the international boundary, thence easterly by way of Van Buren to a junction with secondary state highway No. 1A.

Sec. 15. Section 9, chapter 383, Laws of 1955 and RCW 47.20.030 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1E; beginning at Conway on primary state highway No. 1, thence in a southerly direction by way of East Stanwood, thence in a southeasterly direction to a junction with primary state highway No. 1, thence in an easterly direction to Arlington on secondary state highway No. 1A; also from the junction of secondary state highway No. 1A at Arlington in a northeasterly and easterly direction to Darrington;

Secondary state highway No. 1F; beginning at a junction with primary state highway No. 1 in the vicinity of Burlington, thence in a northeasterly direction to a junction with secondary state highway No. 1A in the vicinity of Sedro Woolley.

Sec. 16. Section 17, chapter 383, Laws of 1955 and RCW 47.20.110 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1V; beginning at Tacoma on primary state highway No. 1, thence in a northeasterly direction west of primary state highway No. 1 by way of Redondo to Des Moines on secondary state highway No. 1K;

Secondary state highway No. 1W; beginning at a junction with primary state highway No. 1 in the vicinity of Snohomish-King county line, thence in a northwesterly direction to Edmonds, thence in a northeasterly direction to a junction with primary state highway No. 1 in the vicinity of Lynnwood.

Sec. 17. There is added to chapter 47.20 RCW, a new section to read as follows:

Secondary state highway No. 2J is established as a branch of primary state highway No. 2, according to the following designation and description:

Beginning on primary state highway No. 2 in the vicinity of Bothell, thence in a northerly direction to a junction with primary state highway No. 1 in a vicinity south of Everett.

Sec. 18. Section 20, chapter 383, Laws of 1955 and RCW 47.20.170 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3A; beginning at Union Gap on primary state highway No. 3, thence in a southeasterly direction to the south of the Yakima river to Toppenish on primary state highway No. 8, thence in a southeasterly direction by way of Mabton to Prosser on primary state highway No. 3;

Secondary state highway No. 3B; beginning at Toppenish on primary state highway No. 8, thence in a westerly direction to White Swan, thence in a southwesterly direction to old Fort Simcoe.

Sec. 19. Section 21, chapter 383, Laws of 1955 and RCW 47.20.180 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3D; beginning at a junction with primary state highway No. 3 in the vicinity of Burbank, thence in a northeasterly direction by the most feasible route to a point in the vicinity of Eureka, thence in an easterly direction by the most feasible route to a junction with secondary state highway No. 3E in the vicinity of Prescott.

Sec. 20. Section 24, chapter 383, Laws of 1955 and RCW 47.20.210 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3J; beginning at a junction with primary state highway No. 3 in the vicinity of Chehalis, thence by way of Springdale in a

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southwesterly direction across the Spokane river to Long lake: PROVIDED, That until such time as the relocation and construction of primary state highway No. 3 from Loon Lake to Chewelah is completed, secondary state highway No. 3J shall begin at a junction with primary state highway No. 3 in the vicinity of Springdale;

Secondary state highway No. 3K; beginning at Pomeroy on primary state highway No. 3, thence in a southeasterly direction to Peola, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Dayton.

Sec. 21. Section 33, chapter 383, Laws of 1959 and RCW 47.20.320 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 7 are established as follows:

Secondary state highway No. 7C; beginning in the vicinity of the east end of the Vantage bridge on primary state highway No. 7, thence in a southerly direction parallel to the east bank of the Columbia river for a distance of approximately two and one-half miles, thence southeasterly in the vicinity of Othello, thence easterly to a junction with primary state highway No. 11, thence easterly to a junction with secondary state highway No. 11B in the vicinity of Washtucna; also, beginning at a junction with secondary state highway No. 7C south of the Columbia river bridge at Vantage, thence southerly and easterly by way of Beverly and Arrowsmith to a junction with secondary state highway No. 11A north of its crossing of the Columbia river: PROVIDED, That until such time as secondary state highway No. 7C is actually constructed on the location adopted by the director of highways, no existing county roads shall be maintained or improved by the state department as a temporary route of said secondary state highway No. 7C.

Sec. 22. Section 12, chapter 207, Laws of 1937, section 9, chapter 239, Laws of 1943, section 10, chapter 273, Laws of 1951, section 11, chapter 280, Laws of 1953, section 2, chapter 285, Laws of 1953 (heretofore divided and codified as RCW 47-.20.410, 47.20.420 and 47.20.430) are divided and amended to read as set forth in sections 23 through 25 of this act.

Sec. 23. (RCW 47.20.410) Secondary state highways as branches of primary state highway No. 11 are established as follows:

Secondary state highway No. 11A; beginning at Connell on primary state highway No. 11, thence in a westerly direction to Yakima on primary state highway No. 5: The director shall provide and maintain suitable facilities for vehicles and pedestrian crossing of the Columbia river at the point where secondary state highway No. 11A crosses the river, at the expense of the state and without charge to the public:

Secondary state highway No. 11B; beginning at a junction with primary state highway No. 11 in the vicinity of Connell, thence northeasterly by way of Kahlotus, Washtucna and LaCrosse to a junction with primary state highway No. 3 in the vicinity of Dusty; also beginning at a junction with secondary state highway No. 11B in the vicinity of Washtucna, thence southeasterly to a junction with primary state highway No. 3 at Delaney: PROVIDED, That until such time as secondary state highway No. 11B between Washtucna and Delaney is actually constructed on the location adopted by the director of highways no existing county roads shall be maintained or improved by the state highway department as a temporary route of said secondary state highway No. 11B.

Sec. 24. (RCW 47.20.420) Secondary state highways as branches of primary state highway No. 11 are established as follows:

Secondary state highway No. 11C; beginning at Sprague on primary state highway No. 11, thence in a southeasterly direction to a point in the vicinity of Ewan;

Secondary state highway No. 11D; beginning at a junction with primary state highway No. 11 at a point approximately three miles northeast of Four Lakes, thence in a westerly and southwesterly direction to the town of Medical Lake, thence in a southerly direction to the vicinity of the state custodial school;

Secondary state highway No. 11E; beginning at Ritzville on primary state highway No. 11, thence in a southerly direction to Washtucna on secondary state highway No. 11B.

Sec. 25. (RCW 47.20.430) Secondary state highways as branches of primary state highway No. 11 are established as follows:

Secondary state highway No. 11F; beginning at Sprague on primary state highway No. 11, thence in a northwesterly direction to Harrington on primary state highway No. 7;

Secondary state highway No. 11G; beginning in the vicinity of Eltopia on primary state highway No. 11, thence in a northwesterly direction to a junction with primary state highway No. 10 in the vicinity of Moses Lake, thence northwesterly to a junction with primary state highway No. 7 in the vicinity of Soap Lake with a wye connection from the vicinity of Rocky Ford creek to the vicinity of Ephrata.

Sec. 26. There is added to chapter 47.20 RCW, a new section to read as follows:

A secondary state highway as a branch of primary state highway No. 12 is established as follows:

Secondary state highway No. 12H; beginning at a junction with primary state highway No. 12 in west Kelso, thence northerly to a junction with secondary state highway No. 1P in the vicinity of Vader.

Sec. 27. There is added to chapter 47.20 RCW a new section to read as follows:

Secondary state highway No. 21C as a branch of primary state highway No. 2. is established as follows:

Secondary state highway No. 21C; beginning at a junction with primary state highway No. 21 at Belfair, thence in a general westerly direction to the westerly boundary of the Belfair state park.

Sec. 28. The joint fact-finding committee on highways, streets and

bridges, jointly with the Washington state highway commission, shall, pursuant to the provisions of this act, consider the following highway additions and deletions by undertaking a comprehensive and definitive study, with necessary reconnaissance surveys, including location, reconstruction cost and roadway design, to accomplish their evaluation with respect to their being a part of the modern integrated state highway system. All studies shall be completed by June 1, 1958.

(1) An extension of secondary state highway No. 1S from Amooy westerly to a junction with primary state highway No. 1 at Woodland. This highway section shall be evaluated as to state interest with respect to other branches of secondary state highway No. 1S on the north side of Lewis river serving the traffic in hauling of logs and log products. This study shall also include cooperation with the United States forest service with respect to the source of logs and log products being hauled from the United States forest area. (Reference in H.B.204)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(2) An extension of secondary state highway No. 12D from the west fork of the Elokomin river northeasterly to a connection with secondary state highway No. 1P at Ryderwood; and also, a highway from primary state highway No. 12 in the vicinity of Grays River northeasterly to a junction with primary state highway No. 12 in the vicinity of PeEll. These two highway locations shall be studies with respect to their relationship as serving as the most logical route to connect with the lower Columbia river crossing being investigated by the Washington toll bridge authority as required by S.B. 321 and H.B. 529, and making recommendation as to the feasible route with respect to serving the financial feasibility of the toll bridge location. (Reference H.B. 122 and H.B. 123)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(3) Realigning secondary state highway No. 21B between Bremerton and Keyport and thence crossing Liberty Bay to a connection with secondary state highway No. 21A southeast of Poulsbo. (Reference H.B. 238)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of three thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(4) A highway from primary state highway No. 3 at the south approach to the new Columbia river bridge west of Kennewick, thence easterly and northerly by way of Kennewick and the old Columbia river bridge to a junction with primary state highway No. 3 at Pasco. (Reference H.B. 401)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(5) An extension of secondary state highway No. 3R from the west boundary of the government reservation northeasterly and easterly to a junction with primary state highway No. 11 in the vicinity of Glade. (Reference H.B. 402)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(6) A highway beginning at a junction with primary state highway No. 11 in the vicinity of Lind, thence westerly by way of Warden to a junction with secondary state highway No. 11G. (Reference H.B. 486)

This study shall include the possible deletion by legislative act of that portion of secondary state highway No. 4B from Lind northerly.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(7) A highway beginning at a junction of primary state highway No. 5 and Renton avenue in the vicinity of the Renton municipal airport, thence northwesterly on Renton avenue to its junction with primary state highway No. 2 at Webster street in the city of Seattle. (Reference H.B. 505)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(8) A highway relocation of primary state highway No. 14 as follows: Beginning at a junction with primary state highway No. 21 near the southwest end of Sinclair Inlet, thence southeasterly by way of the Tacoma Narrows bridge to a junction with primary state highway No. 1 in Tacoma; also beginning at a junction with primary state highway No. 14 in the vicinity of Fernwood, thence northeasterly to Port Orchard, thence southerly and easterly to Point Southworth. (Reference H.B. 448)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(9) A highway beginning at a junction with primary state highway No. 8 in the vicinity of Lyle, thence northeasterly and easterly by way of Klickitat to a junction with primary state highway No. 8 in the vicinity of Goldendale. (Reference S.B. 157)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(10) Highway locations as follows:

(a) Three Tree point to White Center to Renton;

(b) From Normandy park via south side of Seattle-Tacoma airport in the

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vicinity of Bow lake, Orillia, Lake Youngs, Maple Valley to Hobart;

(c) From primary state highway No. 1 in the vicinity of Midway easterly to a connection with primary state highway No. 5 in the vicinity of Kent;

(d) From Lakota to Federal Way, Auburn, Black Diamond to Palmer. (Reference S.B. 586)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of forty thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(11) A highway relocation of primary state highway No. 4 between Republic and Wilbur to reroute traffic over the Columbia river bridge at Coulee Dam in lieu of operating a ferry for such traffic across the Columbia river at Keller.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(12) Continue the location study of a highway from Spokane westerly along the north bank of the Spokane river to connect with primary state highway No. 22 in the vicinity of the junction of the Columbia and Spokane rivers. (Reference S.B. 272)

This study shall be undertaken in cooperation with the Bureau of Indian Affairs as related to the location of this highway through the Spokane Indian reservation and also the city of Spokane as to its relationship in its development of a comprehensive city street plan.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(13) A highway beginning at a junction with primary state highway No. 10 south of the Okanogan river in the vicinity of Malott, thence northerly following the course of Loup Loup creek to a junction with primary state highway No. 16. (Reference S.B. 445)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(14) An extension to secondary state highway No. 15B from Fall City southerly to a junction with primary state highway No. 2 in the vicinity of Preston. (Reference S.B. 562 and H.B. 583)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Sec. 29. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the period beginning July 1, 1957 and ending June 30, 1959 the sum of seventy-five thousand dollars, or so much thereof as shall be necessary, to conduct a location survey on primary state highway No. 17, Marblemount to Mazama. This survey shall be undertaken in cooperation with the United States forest service to promote the orderly development of this highway section in order to serve the needs of the state and the development of the forest area.

Sec. 30. The state highway commission shall report to the legislature through the joint fact-finding committee on highways, streets and bridges on the highway needs of the state in the light of the new federal highway policy, taking into consideration the needs of the existing state highway system and such extensions thereto as may be warranted by the expanding economy of the state.

Sec. 31. Section 12, chapter 247, Laws of 1951 and RCW 43.27.180 are each amended to read as follows:

The salary of the director of highways shall be ten thousand dollars per year: PROVIDED, That the commission may increase said salary.

Sec. 32. The joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, and continued in chapter 213, Laws of 1949, continued by section 44, chapter 269, Laws of 1951, continued by section 4, chapter 254, Laws of 1955 and continued by section 21, chapter 384, Laws of 1955, is hereby continued until April 1, 1959. It shall consist of seven senators to be appointed by the president of the senate and eight members of the house of representatives to be appointed by the speaker thereof. The list of appointees shall be submitted before the close of the 1957 session for confirmation of senate members, by the senate, and the house members by the house. Vacancies occurring shall be filled by the appointing authority.

Sec. 33. The committee is authorized and directed to continue its studies and for that purpose shall have all the powers and duties set forth in chapter 111, Laws of 1947, and in addition thereto is authorized and directed to ascertain, study, analyze, report on and make recommendations to the 1959 legislature, prior to its convening, concerning:

(a) The orderly development of state highways by classification and necessity with recommendations of additions and deletions to accomplish a modern integrated highway system;

(b) The operations of the license department in connection with the licensing of all motor vehicles;

(c) The desirability of the preemption of motor vehicle licensing;

(d) The existing and proposed exemptions from motor vehicle licensing and taxation and its impact on revenues for highway purposes, and the use of motor vehicle funds to finance margin revenue bond projects;

(e) The revaluation of highway needs in the light of federal interstate highway legislation and appropriations, and appear before such bodies as may be required;

(f) The tax structure in connection with the financing of necessary highway and related construction, hearings in connection with this study, to begin not later than September 1, 1957, and in connection therewith the committee shall review the benefits study of the Highway Research council with specific attention to the ton-mile and incremental cost methods and other related highway use and gas taxes.

(g) Existing laws relating to the collection of overweight penalties, and in conjunction with the attorney general, prepare the necessary legislation to facilitate the collection of such penalties;

(h) A redefinition of rural and urban vehicles which better reflects the use of said vehicles on county roads and in connection therewith, the feasibility of total traffic counts in counties as an alternative for the registered vehicle formula in making county gas tax allocations, and the committee is authorized to make sample test counts;

(i) The proper subsidy, if any, to be paid from the motor vehicle fund toward the operation of an integrated Puget Sound transportation system, including the operation of ferries and bridges constructed to replace ferries; this study shall begin prior to July 1, 1957 and be pursued in cooperation with the Washington toll bridge authority;

(j) In cooperation with the legislative budget committee and the director of the budget to study the proper budgeting and appropriation of motor vehicle funds;

(k) To cooperate with any other agencies in the study of the state's responsibility in determining the equitable obligation of the state with respect to the construction of highways through irrigation districts where highway rights of way are taken from the irrigation district lands. (Reference H.B. 6);

(l) Highway safety, including remedial legislation, which will tend to lower the toll of highway accidents. This study shall be made in conjunction with the Washington state patrol and other law enforcement agencies.

(m) The equitable policy to be established between the state and counties as to portions of existing primary and secondary state highways affected by highway relocations. (Reference H.B. 662);

(n) The impact of monthly licensing of motor vehicles engaged in logging and the hauling of agricultural products in cooperation with the employment security department. (Reference H.B. 643)

(o) The future development and financing of urban freeways, in the light of the findings of the highway cost allocation study. In this study the interim committee shall appoint advisory committees of lay consultants in each of the four metropolitan areas of the state to consider the practicality of contribution from benefited property.

(p) The submission of necessary amendments to highway laws and to all laws relating to motor vehicles suggested by its studies and recommended by it, and in such connection the committee shall prepare drafts of bills with the aid of the attorney general.

Sec. 34. In addition to the powers and duties heretofore conferred upon it, the committee is further authorized and directed to continue its participations in the activities of the "Western Interstate Committee on Highway Policy Problems" of the eleven western states in its study of highway problems upon a state and regional basis; participate in or make joint studies with relation to the design and construction of highways and the use and equitable cost thereof; and participate in any interstate reciprocity or proration meetings designated by the Washington reciprocity commission.

Sec. 35. The committee is also authorized to avail themselves of the services of the Washington state council for highway research and to cooperate with said body.

Sec. 36. The members of the joint fact-finding committee on highways, streets and bridges shall be reimbursed for their expenses incurred while attending sessions of the committee or meetings of any subcommittees of the committee or while engaged on other committee business authorized by the committee to the extent of twenty dollars per day plus ten cents per mile in going and coming from committee sessions or subcommittee meetings or for travel on other committee business authorized by the committee. All expenses incurred by the committee, including salaries of employees, shall be paid upon voucher forms as provided by the state auditor and signed by the chairman or vice chairman of the committee and attested by the secretary of the committee, and the authority of said chairman and secretary to sign vouchers shall continue until their successors are selected. Vouchers may be drawn upon funds appropriated for the expenses of the committee.

Sec. 37. Section 9, chapter 254, Laws of 1953, as amended by section 26, chapter 384, Laws of 1955 (uncodified) is amended to read as follows:

In addition to all other fees prescribed by law, there shall be paid for each motor vehicle the following amounts at the time of the payment of the registration fee as provided by law:

For each truck under 12,000 lbs.	.25
For each truck over 12,000 lbs. and under 20,000 lbs.	1.00
For each truck over 20,000 lbs.	2.00
For each trailer 4,000 lbs. to 12,000 lbs.	.25
For each trailer 12,000 lbs. to 20,000 lbs.	1.00
For each trailer, semi-trailer or pole trailer over 20,000 lbs.	2.00
For each diesel truck.....	4.00
For each auto stage.....	2.00
For each for hire vehicle over 4,000 lbs.	.50
For each motor vehicle not otherwise taxed herein.....	.10

Such fees shall be collected for the calendar years 1957, 1958 and 1959 only, and shall be deposited in the motor vehicle fund, and shall be used by the joint fact-finding committee on highways, streets and bridges and the state highway commission to help defray the costs of special highway use and weight studies and tests upon highways as provided for in this act and for other necessary expenses of such committee.

Sec. 38. There is hereby appropriated from the motor vehicle fund to the joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, continued by chapter 213, Laws of 1949, chapter 269, Laws of 1951, chapter 280, Laws of 1953, chapter 384, Laws of 1955 and continued by the 1957 legislative session the sum of forty thousand dollars for the biennium ending June 30, 1959, or so much thereof as shall be necessary.

Sec. 39. The Washington toll bridge authority, the Washington state highway commission, and any county or other political subdivision of the state of Washington, are each authorized to enter into any agreements with each other, the Oregon state highway commission, Port of Astoria, Oregon, or any other governmental agency or political subdivision of either Oregon or Washington for the purpose of continuing traffic, engineering and financial studies, and surveys for the planning of a toll bridge to be constructed at a feasible site on the lower Columbia river. Such studies and surveys shall include but shall not be confined to the following:

(1) The most desirable design and bridge approaches;

(2) The most desirable location;

(3) The cost of construction and the length of construction time required; and

(4) The financial feasibility of the bridge together with any supplementary aid which may be available to finance it.

In order to carry out the provisions of this section the Washington toll bridge authority, the Washington state highway commission and any political subdivision of the state of Washington may:

(1) Consult, cooperate and enter into agreements with the government of the United States or any of its agencies, the state of Oregon or any of its agencies or political subdivisions, or any other governmental agency, person, or corporation.

(2) Accept and expend moneys from any public or private source, including the government of the United States, which is now or may be made available for the carrying out of the purposes contained in this section.

There is appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium commencing July 1, 1957 and ending June 30, 1959 the sum of one hundred thousand dollars, or so much thereof as may be necessary, to carry out the purposes of this section. Any funds herein appropriated from the motor vehicle fund to the Washington toll bridge authority shall be considered as a loan and repaid by the authority to the motor vehicle fund upon the sale of bonds for this project.

Sec. 40. For the period beginning July 1, 1957, and ending June 30, 1959, there is hereby reappropriated from the motor vehicle fund to the Washington toll bridge authority, the sum of four hundred seventy-six thousand five hundred dollars or so much thereof as may be necessary, for conducting further engineering surveys and financial studies, and for designing feasible bridges and securing the necessary permits for the construction of a bridge or bridges across Puget Sound or Hood Canal, such sum being the unexpended balance of the appropriation contained in section 62, chapter 383, Laws of 1955: PROVIDED, That no expenditure under the authority of this section shall exceed the unexpended balance of the appropriation contained in section 62, chapter 383, Laws of 1955 as shown in the state auditor's records as of June 30, 1957.

If the total project, or any part thereof, is deemed feasible by the authority as an integral part of the public highway system and has been approved by the highway commission, the authority shall further utilize the funds herein appropriated to do all things necessary to accomplish the sale of revenue bonds to finance the proposed project, or any part thereof as may be determined feasible, and for the payment of all preliminary expenses incident to the issuance and sale of said bonds.

The appropriation herein authorized shall be considered a loan from the motor vehicle fund, and the motor vehicle fund shall be reimbursed in full for any portion of those funds which may be expended, from the proceeds of the sale of any revenue bonds issued for the purpose of financing said project or any part thereof.

Sec. 41. There is hereby appropriated from the authority revolving fund to the Washington toll bridge authority for the biennium ending June 30, 1959, the sum of four hundred thousand dollars to carry out the provisions of section 14 and 15, chapter 259, Laws of 1951 and RCW 47.60.180 and RCW 47.60.190.

Sec. 42. The Washington toll bridge authority is hereby authorized and directed to complete pending location surveys and studies, and make such further studies and surveys as it deems proper to determine the feasibility of financing and constructing a toll tunnel through the Cascade mountains, together with the necessary connections with existing highways. Said toll tunnel shall be located on an alternate to primary state highway No. 5 beginning at a point thereon in the vicinity of the junction of the Greenwater and White rivers, thence in an easterly direction to a junction with primary state highway No. 5 in the vicinity of Cliffdell. The authority shall report to the next regular session of the legislature its conclusions as to the feasibility of constructing such toll tunnel.

There is appropriated to the authority from the motor vehicle fund the sum of twenty-five thousand dollars, or so much thereof as may be necessary, to carry out the purposes of this section.

Sec. 43. There is hereby appropriated from the highway equipment fund to the Washington state highway commission for the biennium ending June 30, 1959, the sum of ten million nine hundred eight thousand five hundred five dollars, or so much thereof as may be necessary, to continue the highway equipment fund as established by RCW 47.08.120 and amendments thereto.

Sec. 44. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, for salaries, wages and operations of the offices of the commission, director and district offices of the department of highways, including the office of the research and planning engineer, the traffic engineer, including traffic training; and the administration of state aid to cities and counties as provided by RCW 46.68 and amendments thereof, the sum of four million five hundred ninety seven thousand seven hundred fifty dollars, or so much thereof as shall be necessary.

Sec. 45. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges, for the biennium ending June 30, 1959, the sum of three hundred eighty-five thousand dollars, or so much thereof as shall be necessary, to be used for the costs of special studies, tests and research relative to highway problems and any other necessary expenses jointly authorized.

Sec. 46. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of three million nine hundred two thousand one hundred forty six dollars twenty three cents, the same being the unexpended balance of the appropriation contained in section 13, chapter 311, Laws of 1955 as shown on the records of the state auditor January 31, 1957: PROVIDED, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 13, chapter 311, Laws of 1955, as of June 30, 1957.

Sec. 47. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of eight million one hundred nineteen thousand six hundred twenty six dollars forty two cents, the same being the unexpended balance of the appropriation contained in section 53, chapter 383, Laws of 1955, as shown on the records of the state auditor January 31, 1957: PROVIDED, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 53, chapter 383, Laws of 1955, as of June 30, 1957.

Sec. 48. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of ninety eight million eight hundred seventy one thousand five hundred thirty five dollars, or so much thereof as shall be necessary, for state highways and designated routes through cities and towns, including location, engineering, engineering supervision and training, improvement, rights of way, construction and damages, bridges, reconstruction, maintenance including road signs, traffic signals and devices, radio, ferries, toll bridges, extraordinary maintenance, non-reimbursable federal aid off the state system, emergencies and for any and all proper highway purposes not specifically set forth in this act, emergencies being defined as damages to highways, structures, ferries, and/or other conditions involving public safety or welfare, which could not with the exercise of reasonable judgment have been foreseen.

Sec. 49. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid the sum of seven million five hundred fifty eight thousand eight hundred eighty nine dollars eighty eight cents, the same being the unexpended balance of the appropriation contained in section 56, chapter 383, Laws of 1955, as shown on the records of the state auditor for January 31, 1957: PROVIDED, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 56, chapter 383, Laws of 1955, as of June 30, 1957.

Sec. 50. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of ninety four million two hundred thirty six thousand dollars, or so much thereof as shall be necessary, to be expended and reimbursed under specific project agreements executed or to be executed under the federal aid road acts and the state acts assenting thereto; and for any other expenditures of any kind by the department of highways upon public highways, or for services to other public agencies, for which reimbursement is anticipated; and for inventories and salary suspense.

Sec. 51. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, for the maintenance and construction of roads within state parks the sum of one hundred fifty thousand dollars, which sum shall be deducted from the net tax amount of the motor vehicle fuel tax in the motor vehicle fund before credits are made to the incorporated cities and towns and to counties of the state.

Sec. 52. There is hereby appropriated from the highway equipment fund to the Washington state highway commission for the period beginning April 1, 1957 and ending June 30, 1957, the sum of five hundred twenty five thousand ninety eight dollars for the purchase, repair and replacement of equipment, which sum is the amount estimated for the three month period in the 1955-1957 budget request but was not included in the appropriation made in section 46, chapter 383, Laws of 1955.

Sec. 53. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of one million nine hundred eighty three thousand two hundred dollars, or so much thereof as may be necessary for capital outlays, which shall include the purchase and improvement of land, erection of buildings and structures, major repairs and equipment, including fees, salaries and wages incident thereto.

Sec. 54. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of two million seven hundred six thousand five hundred seventy five dollars thirty three cents, the same being the unexpended balance of the appropriation contained in section 52, chapter 383, Laws of 1955, as shown on the records of the state auditor January 31, 1957: PROVIDED, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 52, chapter 383, Laws of 1955, as of June 30, 1957.

Sec. 55. There is hereby appropriated from the motor vehicle fund to the

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incorporated cities and towns of the state, for the biennium ending June 30, 1959, the sum of thirteen million one hundred eighty five thousand seven hundred dollars, or so much thereof as shall become available under RCW 46.68 and amendments thereto, including supplemental amounts due and sums reserved by resolutions to the state, to be paid out and expended in the manner provided by law.

Sec. 56. There is hereby appropriated from the motor vehicle fund to the counties of the state, including counties composed of islands, for the biennium ending June 30, 1959, the sum of forty one million two hundred fifty two thousand dollars, or so much thereof as may become available under RCW 46.68 and RCW 82.36 and amendments thereto, including supplemental amounts due and sums reserved by resolutions to the state, to be paid out and expended in the manner provided by law.

Sec. 57. There is hereby appropriated from the motor vehicle fund the sum of eleven million five hundred thousand dollars, for the biennium ending June 30, 1959, for transfer to the highway bond retirement fund as provided in chapter 121, Laws of 1951, chapter 154, Laws of 1953, and chapter 311, Laws of 1955.

Sec. 58. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, the sum of twelve thousand dollars, the same being the appropriation contained in section 2, chapter 15, Laws of 1953 extraordinary session to the Corbin Water District (Greenacres), for disruption of water pipe lines. Payment to be made upon completion of work and determination of cost by the department of highways.

Sec. 59. (1) If any provision of this act or the application thereof to any person, firm, or corporation or circumstance is held invalid, in whole or in part, such invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provisions or application and to this end the provisions of this act are declared to be severable.

(2) If any provision of this act shall be declared unconstitutional or ineffective in whole or in part by a court of competent jurisdiction, then to the extent that it is unconstitutional or ineffective, such provision shall not be enforced, nor shall such determination be deemed to invalidate the remaining provisions of this act.

Sec. 60. This act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and section 52 shall take effect April 1, 1957, and sections 1, 28, 30 through 36 and 38 shall take effect immediately.

Sections 14 through 19, 26 and 27 shall take effect January 1, 1958.

Passed the House March 8, 1957.

John L. O'Brien
Speaker of the House.

Passed the Senate March 13, 1957.

John A. Cherberg
President of the Senate.

Approved March 21, 1957

Albert D. Rosellini
Governor of Washington

A-103-1(1)
-1961

CROSS REFERENCE SHEET

Name or Subject

File No.

Regarding

Permit covering the Astoria Bridge across the Columbia River.

Date 9/18/58

SEE

Name or Subject See 1961 file

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

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Clerk, Washington State Senate
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Kenneth A. Cowell, Chairman
State Highway Commission
Lloyd K. Nelson, Director
Department of General Administration

F 403-1(16)
6268

STATE OF WASHINGTON

W. A. Bugge, Director of Highways
Ex Officio Member
D. B. Hanna
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

BRIDGE DESIGN OFFICE
4201 Fremont Avenue
Seattle 3, Washington

September 17, 1958

Mr. G. S. Paxson
Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Acting on your request, and I understand with Mr. Bugge's approval, I have examined the plans for alternate designs for the proposed bridge at Astoria, Oregon which when built will be a joint project of the States of Oregon and Washington.

I have made preliminary estimates of cost on each of the alternates proposed using unit costs for the various contract items involved based on the quantities as indicated on the plans submitted. The actual designs have not been checked as to stresses involved and it has been assumed that the quantities indicated on the plans are reasonably correct for comparative purposes.

In the suspension type proposed it has been necessary to scale the substructure drawings to determine quantities and in some cases to increase seal depths in order to safely meet existing uplifts during construction.

The results of these estimates based on unit prices which we would apply in our work do not vary to any great extent from those which you indicate in your letter to Mr. Williams dated August 7, 1958. They are as follows:

I. Suspension Type

Construction cost	$22,940,234
Right of way	500,000
	23,440,264
Engineering & Contingencies 12½%	2,930,029
Total Cost	$26,370,263

II. Cantilever Type

Construction cost	$20,395,055
Right of way	500,000
	20,895,055
Engineering & Contingencies 12½%	2,611,882
Total	$23,506,937

Your respective estimates are as follows:

I.	$25,974,711
II.	23,349,990

The average difference of the two estimates is in the order of $2,750,000 in favor of the cantilever type. This type of structure is a purely conventional type and one which contractors are familiar with. Many structures have been successfully designed and erected.

On the other hand, the type of suspension bridge proposed is of unusual design and one of a type which has not been constructed. The question of interaction between a four span continuous suspension bridge under live loads is at best questionable and without precedent, especially when no intermediate resistance to unbalanced longitudinal pull between the end anchorages is provided.

It would appear questionable to attempt the construction of an untried bridge structure of this magnitude at a location where extremely high wind velocities occur when the proven cantilever type is entirely feasible at a lesser overall cost. It is quite probable that some saving in cost could be realized if a simple suspension structure were substituted for the 1200-foot span on the Astoria side provided the question of scour at the north anchorage can be eliminated. Further investigation of such a substitution should be made in the final design.

A further consideration which should be kept in mind is the fact that only a very limited number of contractors are available who would attempt the construction of the proposed multiple

suspension type as well as insurance companies. This would no doubt result in higher bid prices to cover the risk of untried problems of construction involved. Insurance companies have indicated a very cautious attitude in insuring even the simple suspension type and it is almost certain that they would be more so in the case of an untried type as proposed with the possibility existing that no insurance could be obtained even at much higher premium rates.

In view of the above, it is my opinion that the cantilever type or simple suspension type for the 1200-foot span, if proven feasible, should be used for the Astoria side and the simple fixed span plan for the Washington side.

Very truly yours,

CHAS. E. ANDREW
Chief Consulting Engineer
Washington Toll Bridge Authority

CEA:HS

cc Mr. W. A. Bugge

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OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

September 3, 1958

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor:

I have your letter of August 28, and, in following your suggestion, I have discussed the matter with some of the Department officials and we are getting a report on this bridge, as to the design and feasibility of it being built at the mouth of the Columbia, from Mr. Charles Andrews.

Mr. Andrews should be recognized as an authority on this type of bridge inasmuch as he was the chief engineer on the Oakland-San Francisco Bridge and was also chief engineer of the new Tacoma Narrows Bridge, just finished. I am advised that Mr. Smith knows Mr. Andrews as he worked on the Tacoma Narrows Bridge We are also getting a report from Col. A. E. Tador, who is also recognized in this area

The matter is being submitted to these men and as soon as they have time to go over it, we will, no doubt, have an answer and I will advise you promptly.

Cordially yours,

MKM:f

M. K. McIver
Chairman

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

August 28, 1958

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
[illegible] W. Broadway
Portland 1, Oregon

Dear Milo.

Thank you very much for your letter relative to the proposed Columbia River Bridge at Astoria.

Certainly Mr. Paxson has covered his point of view very well, and I do not pretend to disagree with a competent engineer. Mr. Dexter Smith, however, advises me that (a) he feels that his design would receive the approval of bonding and insurance people; and (b) that an outstanding engineering consultant in the country would be glad to join with him in planning and designing a structure of the type that he proposes.

Apparently, between Mr. Dexter Smith, one engineer, and Mr. G. S. Paxson, another engineer, there is a wide area of disagreement, relative both to the type of span necessary and to the cost of one type as against another. It seems to me that we would be derelict in our duty if we did not explore further, through the services of some reputable outside consultant, whether or not a bridge of the type Mr. Smith is suggesting is feasible. Even an allegation of an $8-10,000,000 saving would seem to indicate that we should study Mr. Smith's proposal more fully.

Mr. Smith advises me that he has in mind in his design the incorporation of a maximum amount of Northwest material. Certainly this would be highly desirable.

if such a bridge is feasible at a savings of several million dollars, it might mean that this project so vitally important to the whole coastline as well as to all of Oregon could be ~~x~~edited materially.

I appreciate your prompt attention in having Mr. Paxson set forth his views.

Sincerely yours,

Robert D. Holmes

Robert D. Holmes
Governor

RDH:md

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SEP 23 1958
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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 25-10

September 12, 1958

Mr. G. S. Paxson
Asst. State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Paxson:

Last week at La Salle at the meeting of the Bridge Panel on the AASHO Tests you asked for data on the variation of wind velocities with height in connection with your studies for the proposed Columbia River Bridge at Astoria.

The theory of the variation of wind velocity and direction from near the earth's surface to the geostrophic wind at heights of 1500 to 3000 feet has been discussed by several authors but I believe your best information will come from two sources.

1. I strongly recommend Chapter 7, "Wind Structure of Micrometeorology" by O. G. Sutton, McGraw-Hill Book Company, 1953 for an understanding of the nature of the wind.

2. Perhaps the best observational data for your purpose is given in the paper "Variation of Wind Velocity and Gusts with Height" by R. H. Sherlock, Transactions ASCE, Vol. 118, 1953, Page 463. Incidentally it is possible that the Advisory Board on the Investigation of Suspension Bridges may be interested in a study of unprocessed data in Prof. Sherlock's files.

Sincerely yours,

George S. Vincent

George S. Vincent, Bridge Engineer
Division of Physical Research
Bureau of Public Roads

Copy to Mr. Edgerton

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F-603-1 (16)
6368

July 30, 1958

Mr. G. S. Paxon,
Assistant State Highway Engineer,
c/o State Highway Department,
Salem, Oregon.

Dear Mr. Paxon:

This is to keep you posted as to the activity of the committee selected by the State Highway Commission to suggest methods of financing a proposed bridge across the Columbia River at Astoria. Over the past several days members of our committee have been reviewing various reports you furnished us. We are having a meeting this coming Friday, August 1, to exchange ideas.

I appreciate your offer to have Mr. Blensly act as our secretary for this study. However, at this time I don't believe that will be necessary. If after our meeting Friday it would appear that this committee is going to continue with further study, it could well be that we would call on Mr. Blensly for assistance.

I thank you for sending the rather thorough reports to the members.

Very truly yours,

Russell M. Colwell,
Vice President,
Chairman of the Committee.

RMC/w

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July 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attn: Mr. G. S. Paxson
Asst. State Highway Engineer

Columbia River Bridge at Astoria

Dear Sir:

Reference is made to your letter of July 17th, transmitting an estimate of approximately $24,000,000 for the proposed Columbia River Bridge at Astoria.

We have reviewed this estimate and it would appear that the quantity of untreated timber piling for the North Channel portion of the structure should read 2044 Only rather than 2044 Linear Feet; otherwise this estimate appears to be satisfactory and is approved by this Department. We concur in your opinion that the estimate should be made high since we have no information as to when this project will be advertised for bids.

Yours very truly,

W. A. BUGGE
Director of Highways

Copy made for Mr. Merchant

By: GEORGE STEVENS
Bridge Engineer

WAB:d
GS

cc: Bugge
Higgins

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STATE HIGHWAY COMMISSION

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Const.
Bridge
Admin.

July 17, 1958

Mr. George Stevens
Bridge Engineer
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Stevens:

I am attaching hereto our estimate of the construction and right-of-way costs for the proposed Columbia River Bridge at Astoria. Also, I have given the committee which was appointed to study possible means for financing the project an estimate of $24,000,000 upon which to base their studies. I have purposely kept these estimates high, as I do not know when the project would be bid nor what the material and labor costs might be should construction actually get under way. These are the estimates which I discussed with you by telephone this morning.

You will note that our total cost, including 12½ per cent engineering and contingencies, amounts to $23,349,990. In giving the committee the figure, I arbitrarily increased this to $24,000,000. I would appreciate any comments you may have after you have had the opportunity to study the details of these estimates.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Encl.

cc Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority

Mr. W. C. Williams

COLUMBIA RIVER BRIDGE AT ASTORIA

COST SUMMARY

(198' Clearance above MLW)

Calculations by: L. L. Wallace
July 14, 1958

LOCATION	ITEM	SUPERSTRUCTURE	SUBSTRUCTURE	TOTAL
Washington Approach Station 115+96 to 118+21	1-45' & 3-60' RC Spans	$ 44,925.00	$ 30,000.00	$ 74,925.00
	Grading and Paving		85,000.00	85,000.00
			SUBTOTAL -	$ 159,925.00
North Channel Station 118+21 to 160+87	Thru Trusses	$ 2,211,156.00	$1,931,880.00	$4,143,036.00
	Plate Girders	414,822.00	319,600.00	734,422.00
			SUBTOTAL -	$4,877,458.00
Viaduct Station 160+87 to 269+66	182-59.77' Precast Spans	$ 2,272,543.00	$1,183,093.00	
			SUBTOTAL -	$3,455,636.00
South Channel Station 269+66 to 318+97.17	Plate Girders	$ 138,258.00	$ 106,555.00	$ 244,813.00
	Deck Trusses	1,031,048.00	719,220.00	1,750,268.00
	Anchor Span	2,641,414.00		2,641,414.00
	Cantilever Arms	1,744,552.00		1,744,552.00
	Suspended Span	926,492.00		926,492.00
	Piers 212-215 (incl.)		2,534,161.00	2,534,161.00
	Deck Truss	211,298.00	62,000.00	273,298.00
	RC Box Girders	158,938.00	140,403.00	299,341.00
	Navigation Lights	15,000.00		15,000.00
	Traveling Maint. Plat.	67,000.00		67,000.00
	Ladders and Inspection Walkways	30,000.00		30,000.00
	Pier Fenders (213-214)		326,800.00	326,800.00
			SUBTOTAL -	$10,853,139.00
Astoria Approach Station 318+97.17 to 335+69.00	Prestress Beam Spans	$ 181,622.00	$ 83,767.00	$ 265,389.00
	2nd Crossing Marine Drive	35,000.00	25,000.00	60,000.00
	Grading and Paving		145,000.00	145,000.00
	Toll House Facility		8,000.00	8,000.00
			SUBTOTAL -	$ 478,389.00
	Additional Cost for Decrease in Grade from 6.08% to 5.62%, 300' Additional Length of Astoria Approach Resulting in Savings in R.W. Costs, and Providing an Additional 6.1' Clearance over the South Channel			
			SUBTOTAL -	$ 431,000.00
			ESTIMATED CONTRACT TOTAL -	$20,255,547.00
			R.W. COSTS -	500,000.00
				$20,755,547.00
			+ 12½% (ENGR. & CONTINGENCIES)	2,594,443.00
			ESTIMATED TOTAL COST -	$23,349,990.00

COLUMBIA RIVER BRIDGE AT ASTORIA

DETAILED COST SUMMARY

(Clearance 198' above MLW)

Calculations By: L. L. Wallace
July 14, 1958

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
Washington Approach Sta. 115+96.00 to 118+21.00	1-45' Span & 3-60' Spans	225 Lin. Ft.	$ 333.00	$ 74,925.00
	Grading & Paving	Lump Sum	-	85,000.00
			SUBTOTAL -$	159,925.00
North Channel Sta. 118+21.00 to 160+87.00	Struct' Steel in Truss and Plate Girder Spans:			
	Carbon	2,151,600 Lbs.	$ 0.29	$ 623,964.00
	L.A.	3,154,815 Lbs.	0.31	977,993.00
	"T"	1,411,227 Lbs.	0.40	564,491.00
	Deck Concrete (Lt.Wt.)	3,380 Cu. Yds.	85.00	287,300.00
	Reinforcing (Deck)	598,752 Lbs.	0.13	77,838.00
	Handrail	8,532 Lin. Ft.	6.00	51,192.00
	Bearing Assemblies	Lump Sum	-	43,200.00
			SUPERSTRUCTURE SUBTOTAL - $	2,625,978.00
	Excavation	17,175.Cu. Yds.	$ 6.00	103,050.00
	Piling (Untreated)	2,044 Lin. Ft.	150.00	306,600.00
	Class "A" Concrete	5,916 Cu. Yds.	70.00	414,120.00
	Tremie Concrete	21,254 Cu. Yds.	35.00	743,890.00
	Precast Shell Concrete	2,900 Cu. Yds.	150.00	435,000.00
	Reinforcing	1,914,000 Lbs.	0.13	248,820.00
			SUBSTRUCTURE SUBTOTAL - $	2,251,480.00
Viaduct Sta. 160+87.00 to 269+66.00	Class "A" Concrete	19,656 Cu. Yds.	$ 80.00	$ 1,572,480.00
	Reinforcing	4,377,100 Lbs.	0.13	569,023.00
	Handrail	21,840 Lin. Ft.	6.00	131,040.00
			SUPERSTRUCTURE SUBTOTAL - $	2,272,543.00
	Prestress Piling	79,200 Lin. Ft.	$ 10.00	792,000.00
	Drive Prestress Piles	792 Only	130.00	102,960.00
	Class "A" Concrete	2,844 Cu. Yds.	75.00	213,300.00
	Reinforcing	575,640 Lbs.	0.13	74,833.00
			SUBSTRUCTURE SUBTOTAL - $	1,183,093.00
South Channel Sta. 269+66.00 to 318+97.17	Struct. Steel in Deck Trusses and Plate Girders:			
	Carbon	1,118,201 Lbs.	$ 0.29	$ 324,278.00
	L.A.	1,870,194 Lbs.	0.31	579,760.00
	"T"	618,993 Lbs.	0.40	247,597.00

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
South Channel (Cont.) Sta. 269+66.00 to 318+97.17	Struct. Steel in 602-1204-602 Cantilever Trusses:			
	Carbon	8,020,665 Lbs.	$ 0.32	$ 2,566,613.00
	L.A.	3,772,446 Lbs.	0.35	1,320,356.00
	"T"	2,712,474 Lbs.	0.44	1,193,489.00
	Deck Concrete (Lt.Wt.)	3,568 Cu. Yds.	85.00	303,280.00
	Reinforcing	958,450 Lbs.	0.13	124,599.00
	Class "A" (RCBG)	1,090 Cu. Yds.	100.00	109,000.00
	Handrail	9,816 lin. Ft.	6.00	58,896.00
	Bearing Assemblies	Lump Sum	-	24,200.00
	Navigation Lts.	Lump Sum	-	15,000.00
	Traveling Maint. Platform	Lump Sum	-	67,000.00
	Ladders & Inspection Walk-ways	Lump Sum	-	30,000.00
		SUPERSTRUCTURE SUBTOTAL	-	$ 6,964,000.00
	Shoring & Cribbing (Pier #212)	Lump Sum	-	$ 125,000.00
	Excavation	19,150 Cu. Yds.	$ 6.00	114,900.00
	Furnish Timber Piling, (Untreated)	119,060 Lin. Ft.	1.00	119,060.00
	Drive Timber Piling (Untr.)	1,700 Only	80.00	136,000.00
	Furnish Timber Piling, (Treated)	60,000 Lin. Ft.	1.50	90,000.00
	Drive Timber Piling (Tr.)	600 only	75.00	45,000.00
	Furnish 14 BP 73#	27,840 Lin. Ft.	8.00	222,720.00
	Drive 14 BP 73#	576 Only	120.00	69,120.00
	Class "A" Concrete (Piers)	14,931 Cu. Yds.	70.00	1,045,170.60
	Seal Concrete	1,230 Cu. Yds.	35.00	43,050.00
	Tremie Concrete	14,147 Cu. Yds.	35.00	495,145.00
	Precast Shell Concrete	2,032 Cu. Yds.	150.00	304,800.00
	Reinforcing	3,607,185 Lbs.	0.13	468,934.00
	Struc. Steel in Towers:			
	Carbon	664,000 Lbs.	0.32	212,480.00
	L.A.	332,000 Lbs.	0.35	116,200.00
	"T"	204,000 Lbs.	0.44	89,760.00
	Treated Lumber	548 M-BM	350.00	191,800.00
		SUBSTRUCTURE SUBTOTAL	-	$ 3,889,139.00
Astoria Approach Sta. 318+97.17 to 335+69.00	Viaduct, 318+97.77 to 327+76:			
	Class "A" Concrete (Deck)	812 Cu. Yds.	$ 78.00	$ 63,336.00
	Prestress Beams	3,514 Lin. Ft.	25.00	87,850.00
	Reinforcing	154,000 Lbs.	0.13	20,020.00
	Handrail	1,736 Lin. Ft.	6.00	10,416.00
	Furnish Prestress Piling	5,600 Lin. Ft.	10.00	56,000.00
	Drive Prestress Piling	56 Only	130.00	7,280.00
	Class "A" Concrete (Caps)	196 Cu. Yds.	75.00	14,700.00
	Reinforcing	44,520 Lbs.	0.13	5,787.00

LOCATION	ITEM	QUANTITY	UNIT PRICE	TOTAL
Astoria Approach (Cont.) Sta. 318+97.17 to 335+69.00	Viaduct 327+76 to 329+36:	160 Lin. Ft.	$ 375.00	$ 60,000.00
	Toll House Facilities	Lump Sum	-	8,000.00
	Grading and Paving	Lump Sum	-	145,000.00
			SUBTOTAL-$	478,389.00
	Additional Cost for Decrease in Grade from 6.08% to 5.62%, 300' Additional Length of Astoria Approach Resulting in Savings in R.W. Costs, and Providing an Additional 6.1' Clearance over the South Channel			
			SUBTOTAL-$	431,000.00
			ESTIMATED CONTRACT TOTAL -$	20,255,547.00
			R.W. COSTS -	500,000.00
			$	20,755,547.00
			+12½% (ENGR. & CONTINGENCIES)	2,594,443.00
			ESTIMATED TOTAL COST - $	23,349,990.00

RECEIVED
JUL 24 1958
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July 23, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Proposed Columbia River Interstate Bridge, Astoria, Ore.-Megler, Wash.

Dear Sir:

At the public hearing held before you at Astoria on July 8, 1958, on the application of the Oregon State Highway Commission and the Washington State Highway Commission, two objections to the clearances proposed were entered. These were as follows:

1. The original application showed a vertical clearance of 198 feet above mean low water. At the hearing representatives of the U. S. Navy testified that they needed 198 feet above mean high water in order to safely pass aircraft carriers under the proposed bridge. Compliance with this request would require raising the structure 6.1 feet. The grade of the approaches necessary to provide the clearance of 198 feet above mean low water was slightly over 6 percent, which is the maximum we believe feasible for the anticipated traffic. If the additional clearance is to be provided, the entire structure must be raised and the approaches lengthened to maintain a grade not steeper than that shown on the original application. This change is estimated to cost $145,000, including added height of piers and additional length of approaches. We are in no position to dispute the Navy's statement of need, nor to estimate the economic effect upon naval operations by reason of the vertical clearances originally proposed.

2. The application proposes a structure over the north channel providing a vertical clearance of 70 feet above mean low water (71.1 above mean lower low water). At the hearing a request was made for a drawspan at this north channel. The request was made by the operator of a floating pile driver and it was brought out that this equipment would have occasion to pass under the bridge five or six times a year.

There is adequate water depth at high tide to reach the entire north shore by using the south or main channel and approaching from either above or below the sand bar in the middle of the river. The additional time required for this more circuitous route should not be more than two hours in each direction or four hours per round trip. The six trips per

year would then amount to 24 hours. The rental and operating cost of a barge, driver and tug, even with a full crew on the driver, should not exceed $50 per hour. This is an added operation cost of $1,200 per year.

The estimated cost of constructing a drawspan at the north channel is $450,000, consisting of $250,000 for mechanical equipment and $200,000 for counterweights, towers and increases in the size of two piers. These costs are supported by the actual costs of the drawspan of the Interstate Bridge between Portland and Vancouver.

Assuming a service life of 50 years and an interest rate of 4 percent, the annual capital charge would be $20,925. To this annual capital charge must be added the cost of maintenance and operation. The average maintenance cost on the Interstate Bridge at Vancouver over the last seven years has been $6,700. While it is not anticipated that a full-time crew would be required for operation, at least one skilled operator would be added to the operating and maintenance personnel at a yearly cost of at least $4,000.

The minimum yearly cost for a drawspan at the north channel would be the sum of the capital charge, the maintenance cost and the operating cost, amounting to $32,625 per year.

Comparing this to the estimated $1,200 annual cost of operating without a drawspan, we must conclude that there is no economic justification for a drawspan at this channel.

It is necessary that a connection be made to the existing highway at the north end of the structure. Our application shows 70.0 feet above mean low water and requires an ascending grade of 3.767 percent from the highway connection to provide this clearance. The very minor inconvenience to navigation does not justify the increase in this already steep grade that would be necessary to provide additional vertical clearance under the proposed fixed span.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Pearson
Assistant State Highway Engineer

GSP:gs

cc Mr. D. B. Hodges, Secretary
Washington Toll Bridge Authority

Mr. W. A. Bugge, Director
Washington Department of Highways

Mr. Walter Hurylo
B.P.R., Washington, D. C.

Mr. C. G. Polk

Mr. Williams
Mr. Merchant

FORM E-20 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1958

SUBJECT: Columbia River Bridge No. 7949
at Astoria

To: Mr. Ivan D. Merchant
Bridge Engineer
O f f i c e

The total estimated cost for providing an additional 6.1 feet of vertical clearance over the south channel i.e., 198' above MHW at ℄ channel is $145,000. This total is based upon additional height of piers 205-219, incl., additional length of prestress piling in the Astoria approach viaduct and a 100' increase in length of the viaduct, in order to maintain the same 6.08% grade.

The total estimated cost for providing a lift span, furnishing 100' of vertical clearance above MLW over the north channel is $449,000. This total is based on $250,000 for mechanical equipment plus $199,000 for counterweights, structural steel in tower, and increased costs of Piers 8 and 9.

/sgd./ L. L. Wallace
L. L. Wallace
Preliminary Plans Engineer

LLW/kcs

Form E-49—

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

INTERSTATE Bridge.
Maint Operation Costs.

	Year	606 Maint of Build	607 Equipment & Machinery	625 Electric S.	616 Wiring Maint of Light		
	1950	$ 1087	$ 11152	$ 1500			$ 13739
	51	480	2756	1500	406		5142
	52	588	1598	1500	424		4110
	53	6608	357	1500	847		9312
	54	1200	2865	1500	948		6513
	55	2572	358	1500	1037		5459
	56	3724	3322	1500	514		9060
	57	974	37	1500	1363		3874
	8 Year.	$ 17233	22437	12000	$ 5539		$ 53335
Average	8 Years	$ 2616	2805	1500	692.		$ 6667

1950 - 607 Purchase Aux motor
1953 - - Greasing cables - Hand marine sheave bearings
1955 616 Replaced bus bars to lift span
1956 606-07 Replacing cable

1 - Operator - 12 Mo. @ 342.00 — $ 4104.00
Percentage chg. 15.47% — 634.89
$ 4738.89

RECEIVED
JUL 17 1958
FOR FILING

July 17, 1958

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I am enclosing a copy of a letter, which I have written to Mr. Russell Colwell, Vice President of the First National Bank of Portland, who is chairman of the Oregon Committee, appointed to study the matter of financing the proposed Astoria Bridge over the Columbia River. With this letter is a copy of the Tudor report — to Library — and of excerpts from our files concerning past financing studies. I am also enclosing five sets of these excerpts from the files and five copies of the Tudor report, which I presume you will want to furnish to the Parallel Committee appointed in Washington.

I rather doubt that the committees would want to meet until the results of the current traffic survey by Coverdale and Colpitts is available, but I am more or less leaving that up to Mr. Colwell.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Encl.

cc Mr. W. C. Williams
Mr. F. B. Crandall

July 1., 1958

Mr. Russell Colwell, Vice President
First National Bank of Portland
Portland, Oregon

Dear Mr. Colwell:

Last May, Mr. Elio A. Melver, Chairman of the Oregon State Highway Commission, appointed you chairman of a committee to advise the Highway Commission relative to the financing of a proposed bridge across the Columbia River at Astoria. Mr. Fred Paulus, Deputy State Treasurer, Mr. Fred G. Johnson, Vice President, United States National Bank, and Mr. Robert Hall, Vice President, Blyth and Company, Inc. were appointed as members of the committee.

We have now progressed with our engineering study to a point that a reasonably close estimate of construction cost can be given. We estimate that the total construction cost, including rights of way and allowances for engineering and construction contingencies will be $24,000,000. We estimate that a construction period of three years from the time of entering into the construction contract until traffic can use the structure will be required.

I am enclosing copies of letters and reports from our files relative to the financing problem which may be of some use to you in your study of the matter. I am also enclosing a copy of the joint report of the Tudor Engineering Company and Coverdale and Colpitts, dated March 1955, on the project. As we previously advised, arrangements have been made with Coverdale and Colpitts to review their traffic estimates. Their men are now here and are working on the traffic study. I hope that within the next few weeks we may have a supplemental report from them.

The State of Washington has appointed a Parallel Committee to study the matter. This committee is as follows:

Mr. Ernest Minor, Executive Secretary of the Washington State Finance Committee, Olympia, Washington

Mr. Archie McLean of McLean & Company, Inc., 772 Commerce Street, Tacoma, Washington

Mr. Wesley G. Schelke, Assistant Vice President of the Seattle First National Bank, Main Office, Seattle, Washington

Mr. Geo. W. Marshall, Partner, Foster & Marshall, 420 Second Avenue, Seattle 4, Washington

Duplicate copies of all data enclosed with this letter are being forwarded to this committee.

I would appreciate your advice as to when and where you would care to meet to initiate the work. Mr. Robert Blensly, Planning Survey Engineer for the Highway Department, is available to act as your secretary if you want such service. Mr. Blensly is familiar with work that has been done in the past on this project.

Duplicate copies of the data enclosed with this letter are being sent to other members of the Oregon Committee.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:fn

Encl.

cc Mr. Robert Hall, Vice President
Blyth and Company, Inc.
Portland, Oregon

Mr. Fred Paulus
Deputy State Treasurer
Salem, Oregon

Mr. Fred G. Johnson, Vice President
United States National Bank of Portland
Portland, Oregon

Mr. D. E. Hodges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

bc: Mr. W. C. Williams
Mr. F. B. Crandall

THE PORT OF PORTLAND

RECEIVED
JUL 18
FOR FILING

REFERRED TO
By State Highway Engineer

July 17, 1958

District Engineer
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Colonel Jackson Graham

Gentlemen:

The Port of Portland wishes to submit herewith its statement concerning the Oregon State Highway Department's request for a permit to construct a fixed bridge across the Columbia River at Astoria, Oregon. We advised you of this at the Public Hearing held in Astoria on July 8, 1958, and respectfully request that this statement be made a part of the official transcript of said hearing.

The Port of Portland was organized by the State of Oregon in 1891 to build and maintain an adequate channel from Portland to the sea. Although this original responsibility has been shifted to the U. S. Corps of Engineers to a major degree, the Port of Portland is still, as a matter of necessity, vitally concerned with anything that affects commerce on the Columbia River.

We have developed certain statistics for the record which aid in visualizing the magnitude of waterborne commerce in terms of truck commerce on today's highways and submit this information herewith.

Annually, more than 22 million tons of freight and rafted logs are transported in the Lower Columbia River. A substantial amount of this arrives or departs in deep draft ships; some is carried between river ports by barge.

To transform the lower river into a "highway," the waterborne commodities are divided into four general groups (logs, petroleum, grain and general). We then estimated the number of trucks which it would take to haul -- annually and daily -- an equivalent amount of freight.

Using standard truck capacities, which vary somewhat depending on the purpose for which the truck is used, the 22 million tons of

NOTED

waterborne commerce is equivalent to approximately 1,100,000 fully loaded trucks annually, or almost 3,000 daily. In terms of length, this number of trucks a year, lined up bumper to bumper, would stretch more than 11,500 miles -- or 32 miles daily. This makes no allowance for the distances between vehicles which would be required in actual highway traffic conditions.

A summary table appears below:

Truck Traffic Comparable to Columbia River Commerce

	Truck Loads		Miles of Trucks	
	Annual	Daily	Annual	Daily
Rafted Logs (log trucks)	202,500	550	2,110	6
Petroleum (tank trucks)	479,120	1,310	4,990	14
Wheat, Other Grains (van truck & trailer)	165,140	450	1,875	5
General Cargo, Misc. (van truck & trailer)	234,020	640	2,660	7
TOTALS	1,080,780	2,950	11,635	32

The number of truck loads daily is the equivalent of one truck passing a given point every 30 seconds, day and night. In practice, there would probably be peak traffic periods with vehicles passed at even more frequent intervals.

Over a period of twenty-five years, it is anticipated that the freight traffic tonnage on the Lower Columbia River will more than double. This estimate is based on a predicated increase in deep draft shipments of more than 100 percent by 1990 and predicted increases in barge traffic of several hundred percent in a relatively few years.

It is reasonable to assume on this basis that equivalent truck traffic would increase to more than 6,000 loads and more than 60 solid miles of trucks daily, passing a given point at the rate of one every 15 seconds or so.

As stated above, we are vitally interested in the preservation of river commerce and unrestricted navigation and to this end we submit comments upon four relevant points below. We believe these requirements should be adequately guaranteed before a permit is granted to the Oregon State Highway Department to build this bridge across the Columbia River at Astoria, Oregon.

(1) The proposed main channel clearances should meet those requested by the United States Navy, namely, 198.0 feet vertical, above mean high water; and 1070 feet clear, horizontal, between the piers, within the present channel; in lieu of those set forth by the Oregon State Highway Department in their current request for a permit.

(2) The USCE should receive adequate assurance that the foundation and design of said main piers on either side of the main channel are such that future dredging for either the currently proposed 40-foot channel or the anticipated deepening of this channel to even greater depths in the future will not be restricted.

(3) The USCE should receive adequate assurance that no restrictions will be made during the construction or maintenance of said bridge to impede the movement of commerce up and down the Columbia River.

(4) The proposed span on the north side should be altered to accommodate all existing navigation unless a lift span is substituted for the proposed fixed span. It is our understanding that an increase in vertical clearance from the proposed 71.1 feet to 80 feet above mean low water would meet all existing requirements.

In conclusion, the Port of Portland wishes to thank the District Engineer for the opportunity to present a statement and go on record as being in favor of this bridge. We believe it is a much-needed improvement in our highway transportation system, a vital link in the economic development of the western United States, and a potential national defense facility of great importance.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

RAN/lr

cc: Mr. R. J. Bettendorf,
Port of Astoria

Oregon State Highway Engineer
Salem, Oregon

RECEIVED
JUL 21 1958
STATE HIGHWAY ENGINEER

Even where the fire has such headway upon arrival that there is little likelihood of saving the structure, and when no nearby property is threatened I have observed that the fire department puts the blaze out with great swiftness.

By so doing, it would seem the firemen have served notice that, had they been called in time, there could have been no question that they would have controlled the outbreak with minimum loss.

I have never noted a let-the-ruins-burn attitude in a volunteer fire department.

Fire fighting calls for high strategy. Thus, your usefulness to this community does not just happen.

Volumes upon volumes have been written about military strategy, but the story of the battle against fire, the strategy of fire-fighting, has gone largely unrecorded.

The stakes may not be so great—although the existence of a city often hangs in the balance at a great conflagration—and the casualty lists are not so long.

But action and danger are there—action [illegible] combination of [illegible] same qualities of [illegible] engagement, of large [illegible]

In some ways the strategy of fire fighting takes the genius of man as a military engagement [illegible] When [illegible] declared war against France, Field Marshal von Moltke sent a telegram and went to bed. The entire campaign had been worked out beforehand through years of patient preparation: the terrain was known to the square foot, the forces to be met with could be predicted with almost mathematical certainty, every possible move of the enemy had been discounted, every subordinate officer knew precisely what to do when the day should arrive. The entire military machine was loaded and aimed. All the commander had to do was pull the trigger.

This illustration is no doubt overdrawn—but it points to an interesting comparison.

The fire department commander cannot possibly work out his strategy until he arrives on the scene of the engagement. He has no idea where the action will take place until the alarm sounds and even then it may be any one of many buildings. Nor can he gage ahead of time the strength of the enemy's attack. When he reaches the scene he may find a bonfire in the street that can be put out with a splash from an extinguisher, or he may find an entire building a mass of fire that reaches out on every side for further fuel and a score of lives may be hanging in the balance.

The very nature of fire puts a staggering premium on quickness of decision. Time is of the essence in fire fighting. The longer it takes to control a fire, the more difficult it becomes to control. Were the public as fully aware of this as the fireman, I firmly believe there would be less grumbling when fire apparatus goes hurtling through traffic in a dizzy, headlong rush.

One cannot help but realize the cooperative spirt which is engendered by the way in which the volunteer fire department answers the cry of distress from its neighbors.

On top of it all, is the fact that your volunteer company is maintained and equipped largely through public contributions and not through direct taxation—an item which means much to the average homeowner.

It is an American habit for people to boost the community in which they live. However, have you ever stopped to wonder what makes a city a good place in which to live?

Dr. Edward L. Thorndike, a psychologist of Columbia University, wondered about this question and set to work to study in detail 117 different cities to determine which were better places in which to live. His studies revealed the surprising fact that money had little to do with making a city, or community, a good place to live, and the per capita wealth of the citizens was not so important as the way in which they spent whatever money was at their disposal.

The community where people spend their money on homes, providing schools for education, maintaining the public safety, and are unselfish in their support of their churches is a good place in which to live.

Communities where the people are kind and neighborly and have an interest in the welfare of others are better than communities of greater wealth where selfish interests sometimes prevail.

It is the quality of the citizens who make up a community that is more important than the amount of their incomes.

Your community has become a good place in which to live because you have made it so. You have kept in mind that short phrase, "the greatest good." It has guided your volunteer fire department successfully and should become the private and public code of every true American.

This is a proud moment for me when I can congratulate you on the burning of your mortgage.

You have [illegible]

[illegible] are fortunate, indeed, to have a good volunteer fire department [illegible]

May you always have the wholehearted cooperation of your neighbors, in your efforts not only to put out fires, but to prevent their starting.

May your equipment always be as bright and shining, and in as perfect working order, as it is tonight.

Proposal To Span Mouth of Columbia River on U. S. Highway 101

EXTENSION OF REMARKS

OF

HON. RICHARD L. NEUBERGER

OF OREGON

IN THE SENATE OF THE UNITED STATES

Tuesday, July 15, 1958

Mr. NEUBERGER. Mr. President, a proposal to span the mouth of the broad and mighty Columbia River with a bridge nearly 5 miles in length has been the subject of hearings by the Corps of Engineers in Astoria, Oreg. The bridge has been envisioned for years by far-sighted individuals and groups in my home State who seek the structure as a link for the coastal highway routes of Oregon and Washington. Highway officials and others in the two States will await with interest the report and recommendations of the Corps of Engineers concerning the design feasibility. This is along U. S. 101. Depending on results of the hearing, officials of Oregon and Washington can then determine how they may approach the financing and construction of a great bridge which will undoubtedly match some of the world's outstanding engineering feats. As a member of the Senate Public Works Roads Subcommittee, I also have a deep interest in the progress of this proposal.

A report on the Corps of Engineers hearings was published in the Astorian-Budget of Astoria,, Oreg., on July 9, 1958. I ask consent to include the article explaining details of the structure in the Appendix of the RECORD with my remarks.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

No one objected to bridging the Columbia River here during a 1-hour hearing by United States Army engineers in the courthouse Tuesday, but the Navy demanded that the vertical clearance of the main span be raised 8.1 feet.

Also, requests were made for insertion of a draw span in the north channel span to permit piledrivers and such rigs to get through.

Col. Jackson Graham, Portland district engineer, who conducted the hearing, said at its close that "I am sure we have heard no objections that cannot be resolved."

ASK 30 DAYS

Some witnesses asked time up to 30 days to submit written statements, which was granted. Colonel Graham said that within several weeks his report and recommendation will go forward, through channels, to the Chief of Engineers in Washington, D. C., where the decision eventually will be made public.

Glenn Paxson, assistant State highway engineer who represented the Oregon Highway Commission, designers of the bridge, said that the highway department would "go along with" the Navy's demand, although he expressed concern that it would steepen the 6-percent grade on the southern end of the bridge, where it drops from the main span crossing to West Marine Drive. He indicated that raising the crossing by 8.1 feet would not affect the cost seriously.

Paxson said the proposal for a draw span at the north or Knappton Channel crossing would increase cost of the bridge $300,000 to $400,000 and, in addition, would increase maintenance costs materially.

WANT SURVEY

Paxson said the State highway department would like to make an economic survey to weigh the extra cost of this span against the benefits to navigation it would produce, and submit this to the Corps of Engineers. Colonel Graham said this would be acceptable.

The Navy's demand for a higher main channel span was submitted by Capt. Howard J. Bergman, Seattle, legal officer for the 13th Naval District.

Captain Bergman based the demand on the possibility that, during some future emergency, the Navy might want to bring aircraft carriers to Tongue Point or the Astoria anchorage, both of them above the bridge.

To do this, he said, a vertical clearance of 198 feet at mean high water would be needed. Present plans call for a vertical clearance of 196 feet at mean low water. Colonel Graham said the Navy's demand would involve raising the span 8.1 feet.

Captain Bergman qualified his demand by stating that the Navy might ask the clearance be raised even more if evidence indicated it would be needed to get aircraft carriers under the span at extreme high water.

WITNESS PARADE

After Captain Bergman came a parade of witnesses representing Portland shipping interests, all of whom said they had no objection to the bridge—but insisted that clearances should be adequate not only for present shipping but probably larger shipping in the future. They expressed hope eventually there would be a 45-foot channel from Portland to the sea, with larger ships using the river.

Most of these witnesses concurred with the Navy's demand for a higher main channel vertical clearance.

The proposal for a draw span at the north channel crossing was voiced first by Leonard Thompson, Portland, chairman of Columbia Basin River Operators, representing, he said, 16 towing companies.

It was endorsed by Capt. Homer T. Shaver of Shaver Transportation Co., who also

represented the Portland Commission of Public Docks, and by Herbert G. Palmberg, Astoria contractor. Palmberg said the proposed 71.1 foot vertical clearance at mean lower low water for this span would be inadequate for his company's floating pile-driver, which he said uses the north channel 4 or 5 times a year.

OTHERS HEARD

Other witnesses at the hearing, with the gist of their testimony included:

John J. Winn, Jr., general manager of port of Portland, who said that Portland hopes eventually to obtain a 45-foot channel and that he was gathering evidence to determine if the proposed main channel clearances would be adequate for future larger shipping using this channel, including foreign flag vessels. Winn said 22 million tons of cargo pass up and down the river annually and that this volume will double in a few years. Winn made no specific objection to the bridge, nor did he indicate what he considered would be adequate clearances.

Fritz Timmen of the Portland Public Docks Commission, who said he also represented Portland Mayor Terry Schrunk. Timmen voiced deep concern for an unimpeded channel, and emphasized the need for adequate clearances for future larger ships. He, too, made no specific objection. He said 1,070 feet horizontal clearance as specified in the plans is minimum and that 198 feet vertical clearance at high water is the least acceptable, due to the frequent high tides there.

Capt. Ralph Caples of Columbia River Pilots Association, who said he had a prepared statement which I now think should be amended and submitted later. He said his organization endorsed the Navy demand.

Herbert G. West, Walla Walla, representing Inland Empire Waterways Association. West said "we assumed that the problem of vertical clearances had all been worked out before hand with the Navy, so now we want to rewrite our testimony and submit it later." West said that his group feels we must have more than minimum 1958 requirements as to clearances, but did not specify what he thought the requirements ought to be.

Richard Bettendorf, manager of the port of Astoria, who said his agency has no objection to the bridge as affecting navigation in the port district.

Representative CLYDE TISDALE, Pacific County, Wash., who said his agency had no objection.

Carl Petit, Pacific County commissioner, who said his agency had no objection.

Donald G. Malarkey, Clatsop County commissioner, who asked Captain Bergman if ships so big that they could not get under the bridge at present proposed clearances were not too big to get safely across the Columbia River bar. Bergman said there are several ships in existence or being built which could not clear the bridge, but did not state as to their capability of crossing the bar.

Charles DeFoe, manager of the Astoria Chamber of Commerce, who submitted a statement on behalf of Columbia River Fishermen's Protective union, voicing no objection.

HELICOPTER USED

Colonel Graham flew into Astoria by helicopter Tuesday morning. Prior to the hearing he and William O. Owen, Fort Stevens, coastal projects engineer for the Corps of Engineers, made a helicopter flight along the north and south jetties of the Columbia to check on erosion damage by wave action. Colonel Graham said that damage is increasing, on the south jetty particularly, but would make no commitment as to when a repair project may be initiated.

With Colonel Graham at the hearing were Owen; T. W. Ragsdale, Portland, chief of operations for the Portland district, and William D. Kelsey of the Portland district staff.

The American Woman Today Wants a Greater Assurance of Safety in Her Cosmetics—Address by Food and Drug Commissioner George P. Larrick

EXTENSION OF REMARKS

OF

HON. LEONOR K. SULLIVAN

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, July 14, 1958

Mrs. SULLIVAN. Mr. Speaker, I know how much time has been spent both last year and this year by members of the House Committee on Interstate and Foreign Commerce on a variety of very important legislative issues and investigations, and I do not want to be in the position of seeming to criticize this hard-working committee.

Nevertheless, I am concerned that after [illegible] subtly [illegible] involved in the [illegible] of chemicals of doubtful safety in foods and cosmetics, the only bill on this general subject which the committee has so far reported out during this 2-year term of Congress is one which would weaken, not strengthen, our laws to protect the consumer's health. I refer to the bill H. R. 9521, recently approved by the committee on a split vote and now pending on the House Calendar, which would eliminate the necessity for labeling and identifying chemical preservatives used on raw agricultural commodities after harvest. From what I have seen of the arguments for and against this measure, I am convinced that it is bad legislation and should not be enacted.

CONSUMER HAS A RIGHT TO KNOW

While it may be true, Mr. Speaker, that the industry involved believes the present law puts them to some extra work or expense in making sure the consumer has an opportunity to know that certain chemical preservatives have been used on some of their fresh fruits and vegetables, this is no reason to open the floodgates and eliminate a very important consumer safeguard. The consumer has a right to this information.

The fact is, Mr. Speaker, that our laws to protect the consumer against unproved chemicals are already far too weak. Hence, we should be passing strengthening amendments—not weakening ones. It seems to me it is tragic that the consumer's voice has so much difficulty getting heard, while an industry group can get the kind of legislation it wants reported out of committee even when it involves the further weakening of an already weakened and inadequate law.

On the other hand, even when we do know the chemical names of additives used in or on food—even when the food items are correctly labeled as required by law—we do not have the further guaranteed assurance that the chemicals so used are actually safe for the consumer. Many unproved chemicals are now being used in or on food items we buy—to prevent spoilage or extend shelf life, or make the product more attractive looking, and so on—which might be extremely harmful to the consumer. We just don't know for sure. It is up to the Food and Drug Administration to prove these chemicals harmful in order to remove them from the market. Instead, what we really need is a law requiring the manufacturer to prove these chemical additives harmless before using them at all.

COSMETICS USER VIRTUALLY UNPROTECTED

We have an even more serious situation in regard to cosmetics, Mr. Speaker, in that there is no requirement upon the manufacturer to tell the consumer, or even to tell the Food and Drug Administration, what is in many of their products. Consequently, the FDA is now trying to run down the mysterious ingredient or factor in one or more hair spray preparations which is believed to have caused serious illnesses among several St. Louis women. Many cosmetic preparations of [illegible] have had to be taken off the market [illegible] ing would have prevented [illegible]

[illegible] lation, specifically H. R. [illegible] which I introduced in February, 1957, to require that manufacturers of cosmetic preparations prove the harmlessness of their ingredients or combinations of ingredients to the satisfaction of the Food and Drug Administration before they can be marketed. Along with Congressman DELANEY of New York, a pioneer in this whole area of public health legislation, I have also been urging enactment of similar legislation involving the use of unproved chemical additives in foodstuffs. The Committee on Interstate and Foreign Commerce held hearings—extensive hearings, as I said—on our food additives bills, and action on this matter has been urgently called for by consumer-minded groups everywhere in the country. I sincerely hope it is not too late in this term of Congress to obtain action on the extremely important food additive issue.

ADMINISTRATION HAS BEEN SILENT ON COSMETICS BILL

But while there is general agreement that we must have an amendment to the Food and Drug Act to protect the consumer from unproved chemicals used in food, we have not yet advanced to the point where we have the support of the executive department of the Government on the need for similar legislation on chemicals used in cosmetics.

Consequently, Mr. Speaker, I read with great interest a recent address by the Commissioner of Food and Drug, George P. Larrick, on the problems of protecting the consumer in this field. Mr. Larrick spoke at the annual convention of the Toilet Goods Association in June at Poland Spring, Maine. His speech is worth reading.

It describes the problem dramatically. His speech notes the fact that the American woman today wants a greater assurance of safety in her cosmetics and that there are increasing demands for a change in the Federal law which would require adequate testing of cosmetics before they are placed on the market.

Mr. Larrick added:

RECEIVED
JUL 10 1958
FOR FILING

STATEMENT OF THE PORT OF ASTORIA, OREGON, CONCERNING THE PLANS FOR A FIXED BRIDGE BETWEEN ASTORIA, OREGON, AND POINT ELLICE, WASHINGTON, AS SUBMITTED BY THE OREGON STATE HIGHWAY DEPARTMENT. SUBMITTED TO THE DISTRICT ENGINEER, CORPS OF ENGINEERS, AT A PUBLIC HEARING HELD IN ASTORIA, OREGON ON JULY 8, 1958.

The Port of Astoria is a political sub-division of the State of Oregon. Its boundaries are co-terminus with those of Clatsop County, Oregon and on the Columbia River extends from the mouth of the river to Westport, a distance of about 44 miles.

Among the powers of the Port is the authority over the wharf lines, navigation and control over the bays, rivers and harbors within its district, including the placing of obstructions therein.

We have carefully examined the plans of the Oregon State Highway Department covering the proposed structure and in our opinion the location and navigational clearances as set forth in their application are suitable and adequate to provide for the existing and future maritime shipping and commercial interests of the Port.

We offer no objections to the granting of a permit for the construction of this bridge as proposed in the application.

Respectfully submitted

R. J. Bettendorf
Manager, Port of Astoria

NOTED

C & A 1880

F-003-1(16) Astoria Br. Steel Super- 1963
structure, Columbia River Br.
#6268 Folder # 2

RECEIVED
31 DEC 1962
FOR FILING
F c 03 1961
J. P. N. A.

OREGON STATE HIGHWAY DEPARTMENT
June, 1958

HISTORY OF THE PROPOSED COLUMBIA RIVER BRIDGE
Astoria, Oregon

For a number of years there had been under discussion by various interested parties a proposal to construct a bridge across the Columbia River connecting Astoria, Oregon with Megler, Washington. Various locations had been under consideration and several studies had been made.

In 1944, the Oregon Highway Commission and the Washington Department of Highways made a very detailed and comprehensive investigation of Columbia River Crossings between the two states, which included consideration of those in the vicinity of Astoria. This study was published as Columbia River Interstate Bridge Studies, Technical Bulletin No. 16. In 1953, a preliminary study to determine the desirability of expending funds for detailed studies had been conducted for the Port of Astoria by the firm of Moffatt, Nichol, and Taylor.

Exhibit "A", a letter to the Oregon State Highway Commission from Mr. R. H. Baldock, State Highway Engineer, dated January 6, 1954, briefly outlines the high points of the two earlier studies. Under the date of August 3, 1954, the Oregon Highway Commission, the Port of Astoria, Pacific County, Washington and the Washington Toll Bridge Authority entered into a four-party agreement to finance a survey and report on a bridge across the Columbia River at Astoria. This report was prepared by Tudor Engineering Company and Coverdale and Colpitts, and was presented to the parties of the agreement in April, 1955. (Referred to as the "Tudor Report").

Exhibit "B" is a copy of the report prepared by Tudor Engineering Company. Exhibit "C" is a letter of the Oregon State Highway Commission from R. H. Baldock, State Highway Engineer, dated April 12, 1955, and is a brief resume of the Tudor Engineering Company's report.

The Oregon State Highway Department made a fairly comprehensive review of the Tudor Report, with particular emphasis on estimates of traffic which would use the toll bridge. Exhibit "D" is the report of the Oregon State Highway Department on traffic estimates contained in the "Tudor Report".

The "Tudor Report" was an engineering study to determine the feasibility of constructing the bridge and the estimate of traffic and revenue which would be derived from tolls. It was, therefore, necessary that a separate report of the financial feasibility of this bridge be prepared. Exhibit "E" is the financial feasibility report on the proposed bridge across the Columbia River at Astoria prepared by the A. C. Allyn and Company, financial consultants, Chicago, Illinois.

Exhibit "F" is the summary of the report on the proposed highway bridge across the Columbia River at Astoria prepared by the Port of Astoria, based on the "Tudor Report" and the A. C. Allyn and Company financial feasibility report.

The financial report did not indicate that a toll structure would be self sustaining, therefore, additional means of the financing appeared to be desirable. Exhibit "G", a letter to the Oregon State Highway Department from the Port of Astoria, Oregon and Pacific County, Washington, poses 11 questions with respect to possible means of financing the toll structure. Also part of this exhibit is the letter to the Port of Astoria from Mr. R. H. Baldock, State Highway Engineer, dated November 9, 1955 answering the questions for the Oregon State Highway Commission.

Exhibit "H" is the letter to the Oregon State Highway Commission from R. H. Baldock, State Highway Engineer, dated July 26, 1956 outlining the effect of the use of Federal-Aid funds on construction within the state. Also included with the exhibit is a letter to Mr. R. H. Baldock from Mr. G. S. Paxson dated July 25, 1956 outlining some of the difficulties presently encountered with the ferry service, and including the Highway Department's estimate of revenue from a toll bridge.

Considerable study has been given to possible methods of financing a toll bridge across the Columbia River at Astoria and numerous bond issue retirement schedules have been prepared. One proposal, Exhibit "J", is a tabulation showing the annual revenue deficiency and surplus based on level debt service requirements for a bond issue of $29,000,500 at 4% interest.

Exhibit "K" is a letter to the Oregon State Highway Commission from Mr. W. C. Williams, State Highway Engineer, dated September 20, 1956 which outlines two proposals for retirement of revenue bonds, and shows the money over and above toll revenue which would be required to pay the interest on the bonds. This exhibit also includes a revised estimate of construction cost required because of the increase in construction costs from 1955 to 1956.

Exhibit "L" is a letter to Mr. R. J. Bettendorf, Manager of the Port of Astoria, from W. C. Williams, State Highway Engineer, dated November 13, 1956 outlining the increase in construction costs for the bridge due to cost increase since the Tudor estimate. Also attached is a retirement schedule for general obligation bonds to finance construction of the bridge.

Exhibit "M" is a letter to Mr. R. J. Bettendorf, Manager of the Port of Astoria, from Paul D. Speer, Municipal Finance Consultant, dated December 10, 1956 outlining the bond market and possible bond issues and interest rates which would be feasible at that time.

Exhibit "N" is a letter to Coverdale and Colpitts from the Washington Toll Bridge Authority dated April 2, 1958 accepting Coverdale and Colpitts' proposal to revise traffic estimates on the proposed toll bridge.

RECEIVED
1958
FOR FILING

F-(20)-1(16)

6261

Astoria

Put in dirge file

MONTHLY FERRY TRAFFIC

JANUARY, 1956 through JUNE, 1958

(30 months)

	1956			1957			1958		
Month	Autos	Trucks	Total	Autos	Trucks	Total	Autos	Trucks	Total
Jan.	3057	448	3505 ...	2963	496	3459 ...	2945	363	3308
Feb.	4230	637	4867 ...	4046	561	4607 ...	4259	437	4696
Mar. ...	5268	588	5856 ...	5039	565	5654 ...	4892	422	5314
Apr. ...	7330	733	8063 ...	6381	679	7060 ...	6198	548	6746
May ...	8172	721	8893 ...	7541	631	8172 ...	8165	514	8679
June ...	14105	660	14765 ...	13109	649	13758 ...	13004	590	13594
						A 2710			
July ...	23103	792	23895 ...	20453	646	21099 ...			
Aug. ...	27100	862	27962 ...	25546	655	26201 ...			
Sept....	18040	727	18767 ...	17407	689	18096 ...			
Oct. ...	8736	773	7559 ...	6533	567	7100 ...			
Nov. ...	5488	688	6176 ...	4626	505	5131 ...			
Dec. ...	4903	695	5598 ...	5040	573	5613 ...			
TOTAL	127,582	8,324	135,906 ..	118,734	7,216	125,950 ..	39,463	2,874	42,337

LG:jo
8/1/58

ASTORIA MEGLER FERRY
12 MONTHS TOTALS

$340000
330000
320000
310000
300000
290000
280000
270000
260000
250000
240000
230000
220000
210000

EXPENSE
INCOME
VEHICLES CARRIED

Increase due to 44 & 40 hour week as per new contract

1951 1952 1953 1954 1955 1956 1957 1958

As of July 1 1958

RECEIVED
JUN 24 1958
FOR FILING

June 23, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Attention Mr. Frank C. Linton
Acting Chief, Operations Division

Dear Sir:

This is in reply to your letter of June 18 concerning the proposed bridge across the Columbia River at Astoria.

My advice concerning the acceptance of 196 feet of vertical clearance above mean low water came from the Bureau of Public Roads in Washington, D. C. by telephone and was apparently in error due to misreading the clearance shown on the drawings accompanying the permit application. I accepted this advice of 196 feet because it conforms to the clearances under the Longview Bridge across the Columbia River and also conforms to the clearances granted in the expired permit for a bridge at Astoria under date of July 17, 1934 (your office file No. CLW 121/8.131. I am now advised that the Navy's original request of 198 feet still applies.

I am now in receipt of a copy of a memorandum from the Chief of Naval Operations to the Commandant of the Thirteenth Naval District in which they specify that this 198 feet measured at the center of the span should be from mean high water rather than mean low water, which means raising the structure 6.1 feet. We also noted that even this approval is conditioned upon further investigation of a still higher clearance if periods of higher high water are of long duration. The Navy, of course, is the final judge of its needs. In view of the uncertainty still existing, I believe it best that our present application go to a hearing with adjustments to be made at the time of the hearing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

cc Mr. W. A. Bugge
Mr. W. C. Williams

RECEIVED
JUN 24 1958
FOR FILING

June 23, 1958

Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

We started negotiations with the Chief of Naval Operations, through the Bureau of Public Road's office in Washington, D. C., hoping to get the clearances at Astoria reduced. Apparently, instead of getting them reduced, we have had them raised. I have talked this over with the Bureau of Public Road's Washington office and short of an effort by our congressional delegations, there seems to be nothing we can do about it.

I am attaching a copy of a memorandum mentioned in my letter to the U. S. Army Engineers, as I am not sure that a copy of this was forwarded to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Encl.

cc Mr. W. C. Williams

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

June 18, 1958

NPP 800.6(Col.Riv.-Bridges)

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Asst. State Highway Engineer

Gentlemen:

Inclosed is a set of plans for the highway bridge proposed across Columbia River at Astoria, Oregon. Sheet 5 showing the main ship channel span has been revised in accordance with the telephone conversation with you, to show the vertical clearances above mean lower low water, the established datum for the area, as well as the clearance above mean low water, as requested by the U. S. Navy. Sheet 3 has also been revised to show the clearance above mean lower low water.

In order that the views of the Chief of Naval Operations, U. S. Navy, will be of record in this office, will you please furnish five copies of the Navy's letter agreeing to the 196 feet vertical clearance above mean low water? You will recall the Navy's original request was for 198 feet.

Please also state your views concerning the change in Sheet 5 promptly, so that any difference in views can be adjusted in advance of the hearing.

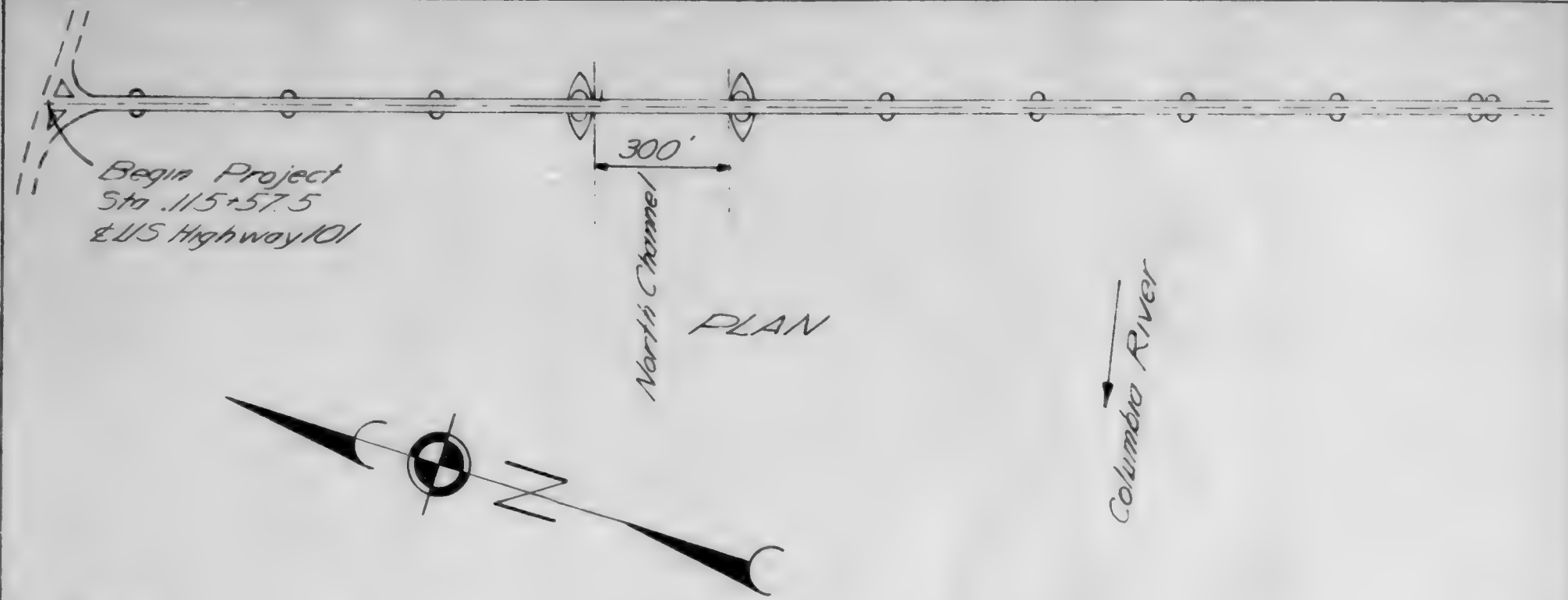
Very truly yours,

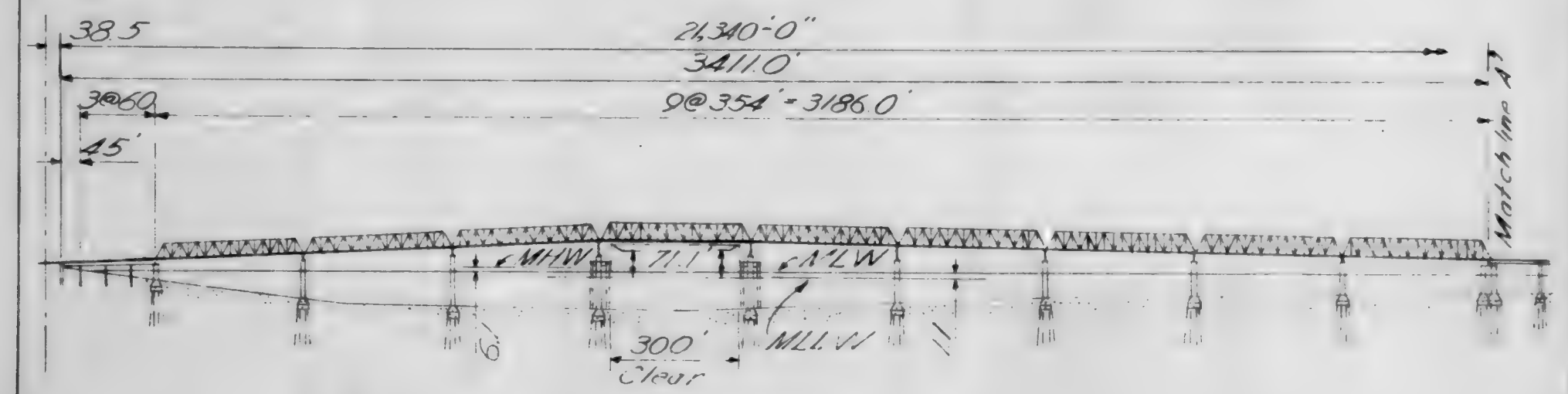
Frank C. Linton

FRANK C. LINTON
Acting Chief, Operations Division

1 Incl
Plans (set of 2)
(Nos. 3 & 5 of 5)

RECEIVED
JUN 19 1958
OREGON
STATE HIGHWAY COMMISSION





0 200 500
Scale in feet

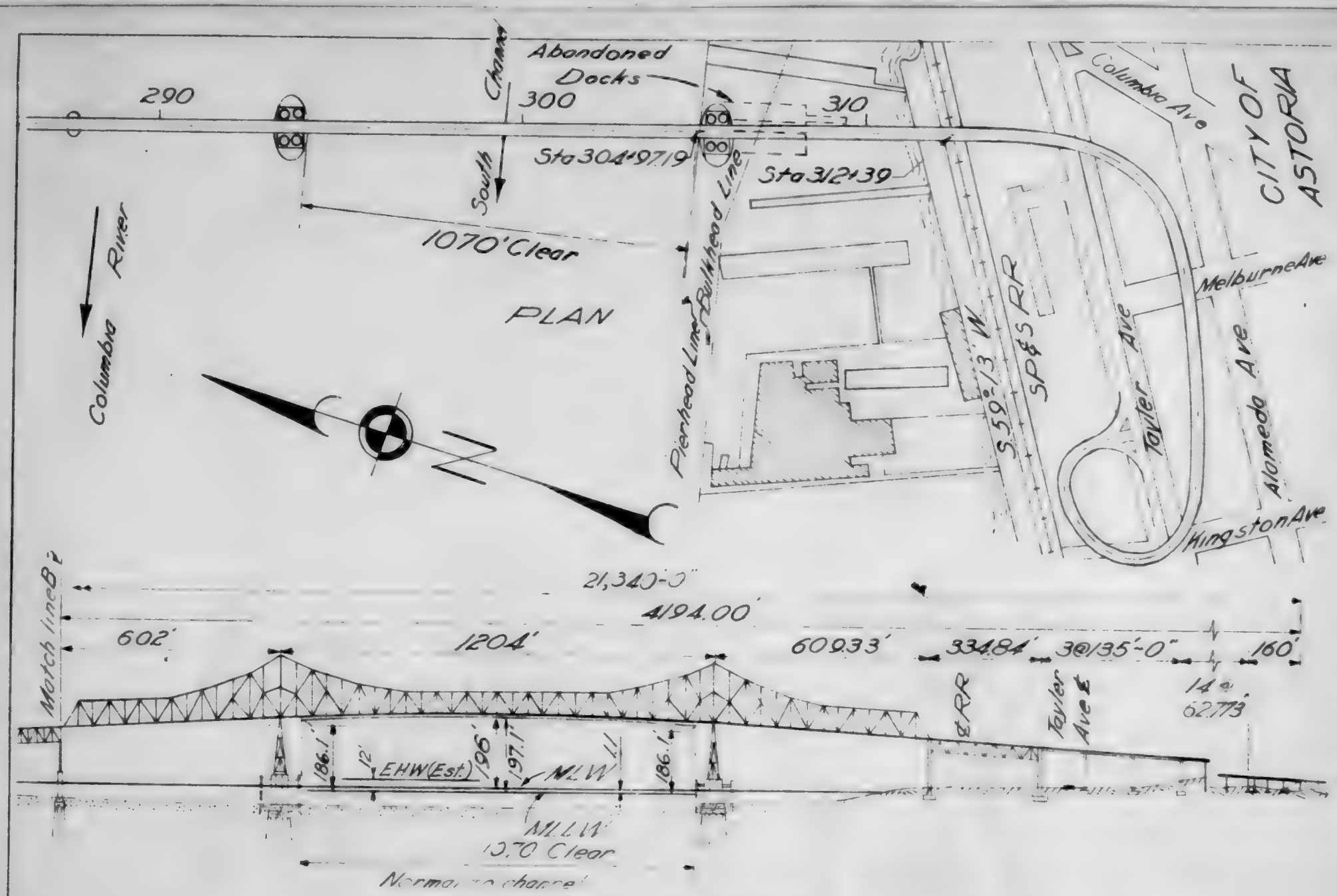
Clearances are in feet and refer to MLW. MLW is 1.82' below MSL.

APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 11 1958 LLH SHEET 3 OF 5



0 200 500

Scale in feet

Clearances are in feet and refer to MLW. MLW is 1.82' below MSL.

APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ATTEST:
SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT ELLICE WASH.
U.S. HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 1, 1958 LLH SHEET 5 OF 5

REFERRED TO
GAXSON
By State Highway Engineer

03
NIS/AHNcomb
Ser 279/03
17 June 1958

From: Commandant Thirteenth Naval District
To: Portland District Engineer, Corps of Engineers, U. S. Army

Subj: Bridge, Columbia River; Public Hearing on

Ref: (a) Portland District Engineer, Corps of Engrs., USA, Notice of Public Hearing dated 28 Mar 1958

Encl: (1) Copy of COMTHIRTEEN ltr ser 184/03 of 9 Apr 1958
(2) Copy of CNO ltr ser 699P40 of 23 May 1958

1. A copy of reference (a) concerning a fixed bridge proposed by the Oregon State Highway Department, to be constructed between Astoria, Oregon, and Point Ellice, Washington, was forwarded to the Chief of Naval Operations by enclosure (1).

2. The Chief of Naval Operations' reply, enclosure (2), is forwarded herewith for consideration by your office.

3. It is requested that data showing the history of river heights at Astoria during flood stages be furnished this Headquarters so that the datum indicated in paragraph four of enclosure (2) may be determined.

A. N. NEWCOMB
By direction

Copy to:
Oregon State Highway Dept,
Salem, Oregon (w/c encls.)
Washington State Highway Dept,
Olympia, Wash.(w/c encls.)

RECEIVED
JUN 1 7 1958
OREGON
STATE HIGHWAY COMMISSION

N-15/HH:dw
Ser 184/03
9 Apr 1958

From: Commandant Thirteenth Naval District
To: Chief of Naval Operations

Subj: Bridge, Columbia River; Public Hearing on

Encl: (1) U.S. Army Engineer District, Portland, Oregon, Notice of Public Hearing dated 25 March 1958

1. Enclosure (1) is a Notice of Public Hearing to be held at Astoria, Oregon, 27 May 1958, concerning a fixed bridge proposed by the Oregon State Highway Department, to be constructed between Astoria, Oregon and Point Ellice, Washington.

2. As the design of this important bridge will impose fixed restrictions on the navigation of present and future naval vessels in this area, enclosure (1) is forwarded for consideration by the Chief of Naval Operations. In April of 1955 the Commandant informed the Portland District Engineer of a minimum vertical requirement of 191 feet. Comment is particularly desired concerning any increased, or decreased, vertical clearance requirement which may have been generated since that time.

A. K. [illegible]
By direction

001 Chief of Staff
002 Aide
001A Staff Secy
001B Chief Clerk
003 Dep Coft for Ops
004 Planning
005 Insp. General
006 Comptroller
007 Public Info
008 Industrial Manage
009 Asst. for Naval
01 ACS for Pers
Naval Pers
Civilian Pers
Special Services
16 Discipline
18 Chaplain
Passenger Trans
02 ACS for Admin
Management
Pubs. & Print.
03 ACS Oper.
31 Dist. Oper.
32 Intelligence
33 Passive Defense
34 Communications
35 Aerology
36 Dist. Marine Off
37 Aviation Matters
38 Harbor Defense
04 ACS Logistics
41 Material
43 Dist. Supply
44 Dist. Civ. Eng.
45 Ordnance
46 Medical
47 Dental
05 ACS for Naval
51 Admin & Plans
52 Fleet Programs
53 Special Proj
54 Director Trng
70 Public Works

Indicate originator by ENCIRCLING title or name in RED

FILE ROUTING SHEET 13NO-1478 (REV. 1/58)

Navy-DPPO 13ND Bremerton

RECEIVED
JUN 18 1958
FOR FILING

Coast
Bridges
Interstate
Astoria

June 17, 1958

AIR MAIL

Mr. Walter Kurylo
Bureau of Public Roads
Washington 25, D. C.

Dear Mr. Kurylo:

I have your letter of June 12 with a copy of the memo from the Chief of Naval Operations to the Commandant Thirteenth Naval District with reference to the clearances for the proposed Columbia River Bridge at Astoria.

If I read this memo correctly instead of getting the vertical clearances reduced to a reasonable figure, we are going to have to go 6.1 feet higher and maybe even higher than that on account of clearance being specified above mean high water rather than mean low water. They also leave it up to the Commandant of the Naval District to require even higher clearances if extreme high water is significantly above mean high water.

Please advise if there is any use fighting this thing any more.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ps

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

C
O
P
Y

Op-4[illegible]3/ao
Ser 659P40

23 May 1958

From: Chief of Naval Operations
To: Commandant Thirteenth Naval District

Subj: Bridge, Columbia River; Public Hearing on

Ref: (a) COM 13 ltr N-15/NH:dw Ser 184/03 of 9 Apr 1958

1. The naval requirement persists for minimum vertical clearance of 198 feet for the proposed channel span connecting Astoria, Oregon, and Point Ellice, Washington, as indicated in enclosure (1) to reference (a).

2. This requirement considers provision for emergent dispersal of ships, including CV-type, to Portland, and Naval Station, Tongue Point, as well as for continued availability of Portland for large ships as a recreational port in response to civic and congressional requests for ship visits.

3. The clearance indicated by the District Engineer in the text of enclosure (1), reference (a), and accompanying schematic drawings is shown as 198 feet, measured at center of the span from mean low water, which is shown as 6.1 feet below mean high water. This restricted clearance will significantly reduce time in which CVs can clear the bridge span.

4. It is requested that the Commandant inform the Portland District Engineer that, in accordance with navigational design practice, the minimum vertical requirement of 198 feet should refer to the mean high water datum, subject to consideration of a still higher datum if periods of higher high water impose unacceptable time limitations for transit.

T. Burrowes
By Direction

Originated by CAPT L. M. DAVIS, Jr. (op-403B)
15 May 1958 -54970 - A.E.Olbeter

RECEIVED
JUN 24 1958
FOR FILING

June 23, 1958

Oregon State Council of Carpenters
Labor Temple
Salem, Oregon

Attention: Ivor T. Jones
Executive Secretary

Dear Mr. Jones:

I wish to acknowledge receipt of your letter of June 20, 1958 transmitting a copy of a resolution that was adopted by the Oregon State Council of Carpenters during its 1958 Convention in which resolution the Council goes on record as urging the immediate construction of a bridge across the Columbia River at Astoria, Oregon, so as to provide needed employment and elimination of the present ferry operation.

The resolution will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jnc

cc: Commissioners
W. C. Williams

RESOLUTION No. 17
(Adopted)

WHEREAS: the erection of a Trans-Columbia Bridge at Astoria, Oregon has been long contemplated as a final link in the Highway 101 System, and;

WHEREAS: preliminary surveys and plans for the bridge have been made with the assistance of funds provided for by the Legislatures of the States of Oregon and Washington, and;

WHEREAS: the erection of this bridge will provide many jobs over a period of years, thus providing needed stimulus in the economy of this area for an extended period of time, and;

WHEREAS: the permanent benefits of additional tourist travel, improved highway system for present and future industries will be incalculable,

NOW THEREFORE BE IT RESOLVED: that this 33rd Annual Convention of the Oregon State Council of Carpenters do go on record as urging the immediate construction of this bridge thus completing the Highway 101 System, providing needed employment also, eliminating the present antiquated Ferry System, and;

BE IT FURTHER RESOLVED: the Executive Secretary of the Oregon State Council of Carpenters be instructed to forward copies of this RESOLUTION to all appropriate parties.

STATE HIGHWAY COMMISSION
OREGON
JUN 23 1953
RECEIVED

RECEIVED
JUN 18 1958
FOR FILING

Salem, Oregon
June 17, 1958

Hearing on Astoria Bridge
over Columbia River

Mr. Ivan D. Merchant

Hearing for the Astoria Bridge over the Columbia River has been scheduled for July 8 as per the attached notice.

At this hearing I will want prints showing both the alignment and elevation of the structures over both the north and the south channel. The clearances shown correspond to those in the attached notice. These should be on as large a scale as we have as they will be posted on the board for reference during the course of the hearing.

Please arrange your schedule so that you can attend this hearing with me.

G. S. Paxson

GSP:gs
Attach.

cc Mr. W. C. Williams

U. S. ARMY ENGINEER DISTRICT, PORTLAND
Corps of Engineers
628 Pittock Block
Portland 5,Oregon

NPPKS-4
NPP 800.6(Col.Riv.-Bridges)-7.

June 13, 1958

NOTICE OF PUBLIC HEARING

The application of the OREGON STATE HIGHWAY DEPARTMENT, Salem, Oregon, for a fixed bridge to be constructed between ASTORIA, OREGON and POINT ELLICE, WASHINGTON, will be considered at a public hearing to be held by the undersigned at

1:00 p.m. July 8, 1958
in the Circuit Court Room
CLATSOP COUNTY COURT HOUSE
ASTORIA, OREGON

This is a rescheduling of a hearing formerly scheduled for May 27, 1958.

The plans submitted by the Oregon State Highway Department show the proposed bridge to be constructed from a point between Melburne and Columbia Avenues in the city of Astoria, Oregon, to a point approximately 700 feet west of Point Ellice, Washington. The total length of the bridge will be 21,340 feet.

Two main fixed spans will be provided for navigation. The south span will begin at the Federal Pierhead line in Astoria, Oregon. The north span will begin approximately 1,250 feet south from the M.L.L.W. line on the Washington shore.

The bridge will provide clearances for navigation as follows:

SOUTH SPAN

Horizontal	1,070 feet
Vertical	
Above Mean Low Water	196 feet (at center of span)
Above Mean Lower Low Water	197.1 feet (at center of span)
Above Mean Lower Low Water	186.1 feet (at ends of span)

NORTH SPAN

Horizontal	300 feet
Vertical	
Above Mean Lower Low Water	71.1 feet

The purpose of the hearing is to determine the suitability of the location and adequacy of the plans insofar as navigation is concerned. All interested parties are invited to be present or to be represented at the above time and place, particularly navigation interests and the officials of any county, city, town or local association whose interests may be affected by the proposed work. All present will be given an opportunity to express their views concerning the effect on navigation and to suggest any changes considered desirable.

Oral statements will be heard, but for accuracy of the record all important facts and arguments should be submitted in writing in quintuplicate, as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned at the hearing or mailed to him beforehand.

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
JUN 11 1958
FOR FILING

June 11, 1958

Mr. Fred Paulus
Deputy State Treasurer
103 State Capitol
Salem, Oregon

Dear Mr. Paulus:

I have been advised by the Washington Toll Bridge Authority that the following men have been appointed to serve on the Advisory Committee for the State of Washington on the Astoria Bridge financing:

Mr. Ernest Minor, Executive Secretary of the Washington State Finance Committee, Olympia, Washington.
Mr. Archie McLean of McLean & Company, Inc., 772 Commerce Street, Tacoma, Washington.
Mr. Wesley G. Schelke, Assistant Vice President of the Seattle First National Bank, Main Office, Seattle.
Mr. Geo. W. Marshall, Partner, Foster & Marshall, 820 Second Avenue, Seattle 4, Washington.

I am having the material from our files duplicated so that copies can be sent to each member of both of the Advisory Committees and I hope that within approximately three weeks I may have a fairly good cost estimate on the project based upon preliminary design. With such a basis the cost estimate should be fairly firm.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. C. Williams

June 11, 1958

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

I have your letter advising of the appointment for the State of Washington of the Financial Advisory Committee on the Astoria bridge. The Oregon Interim Committee recently appointed the following four-man Advisory Committee representing Oregon in the same matter:

Mr. Russell Colwell, Chairman, First National Bank of Portland, Portland, Oregon
Mr. Robert Hall, Blyth & Company, Portland, Oregon
Mr. Fred Paulus, Deputy State Treasurer, Salem, Oregon
Mr. Fred Johnson, United States National Bank of Portland, Portland, Oregon

I have taken our files on the Astoria bridge to Mr. Paulus and he has looked them over to see what information in them would be of value to these two committees. I will have copies made of all of these documents that are of any value so that each member of the two committees may have a copy. As soon as we can get the material retyped and duplicated, I will sent a supply to you.

I do not believe that there is any particular use in the committees meeting until this information is available and they should have at least a tentative estimate of the construction cost. All we have worked with so far is Tudor's rough estimate, which we arbitrarily increased to take care of construction-cost increases. We are far enough along with our preliminary design so that within another three weeks I hope to be able to come up with a pretty good estimate of the cost of the project made from design.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. A. Bugge

ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST A. COWELL, Chairman
State Highway Commission

LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HODGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

June 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Responsive to your letter of May 21, 1958, directed to Mr. W. A. Bugge in the matter of the appointment of a committee to act in an advisory capacity regarding the possibility of financing a bridge across the Columbia River between Astoria and Ellice Point, you may be advised that the following individuals have agreed to serve on the subject advisory committee for and on behalf of the State of Washington:

Mr. Ernest Minor, Executive Secretary of the Washington State Finance Committee, Olympia, Washington.
Mr. Archie McLean of McLean & Company, Inc., 772 Commerce Street, Tacoma, Washington.
Mr. Wesley G. Schelke, Assistant Vice President of the Seattle-First National Bank, Main Office, Seattle, Washington.
Mr. Geo. W. Marshall, Partner, Foster & Marshall, 820 Second Avenue, Seattle 4, Washington.

I note from your letter of May 28th that you are developing certain basic information from your files with respect to the proposed program and that you have requested Tudor Engineering Co. to furnish you with a sufficient number of copies of their report so that each member of the committee may have a copy. I assume that you have requested a sufficient number of copies to furnish the Washington members of the committee with this report also. Our supply of the Tudor Engineering Co. report is completely exhausted with the exception of one file copy. I do not know whether or not you have contacted Mr. Bettendorf, Manager of the Port of Astoria, but it is quite possible that Mr. Bettendorf might have additional copies of the Tudor report on file.

In any event, I wish you would advise me at your convenience as to the status of your compilation of material on this matter and likewise when you would like to hold the first meeting of the subject committee. I

recognize that no chairman has been appointed to head the committee so I assume that at least for the calling of the first meeting, your office would serve in a guiding capacity, therefore, you will probably wish this office to advise the members of the Washington committee as to the first meeting and likewise wish this office to forward the reports and other information when the compilation has been completed.

Kindest personal regards.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Mr. W. A. Bugge

RECEIVED
JUN 9 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 21 1958
FOR FILING

FORM [illegible] 80M—11-58—90224

Const
Bridge
Astoria

Memorandum
To: File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1958

SUBJECT: Advisory Committee on Financing of Astoria Bridge

Chairman McIver, with the concurrence of the other two Commissioners, has appointed the following as members of the Advisory Committee on the Financing of the Astoria Bridge:

Russell Colwell, Chairman
First National Bank of Portland
Robert Hall
Blyth & Company, Portland
Fred Paulus
Deputy State Treasurer, Salem
Fred Johnson
United States National Bank of Portland

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. G. S. Paxson
Mr. Leonard I. Lindas

RECEIVED
JUN 11 1958
FOR FILING

F-0127.1(A)

June 11, 1958

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Mr. D. D. Hodges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Gentlemen:

Mr. Walter Eurylo of the Bureau of Public Roads, Washington, D. C., phoned me today saying that the Navy insisted on a 196-foot clearance at Astoria on the grounds that they must have passage for aircraft carriers to the Tongue Point Station above Astoria.

Why they have changed the 198 feet in their original regulation to 196 feet, I do not know, but you will notice by the copy of letter to the District Engineer mailed you yesterday that I am asking for this revision to be made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Pearson
Assistant State Highway Engineer

OSP:gm

cc Mr. W. C. Williams

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JUN 11 1958
FOR FILING
F-00-1 (1)

June 10, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Under date of May 7, I wrote you asking that the hearing on the proposed Astoria bridge over the Columbia River, originally scheduled for May 27, be postponed pending negotiations with the Office of the Chief of Naval Operations. Pursuant to this request you issued a notice of cancellation of the hearing dated May 12.

Final decision has now been made by the Chief of Naval Operations and they insist that a clearance of 196 feet above mean low water be maintained at the center of the span.

In view of this, I request that a figure of 198 feet appearing on Sheet 5 of the drawing dated March 11, 1958 which accompanied our original application be revised to read 196 feet and that the hearing on the project be rescheduled at the earliest practicable time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. A. Buggs
Mr. D. B. Hedges

Mr. W. C. Williams

RECEIVED
MAY 29 1958
FOR FILING

May 28, 1958

Mr. Russell Colwell
Vice President
First National Bank of Portland
Portland, Oregon

Dear Mr. Colwell:

In conducting your study of the problems of financing a bridge across the Columbia River at Astoria, I am sure you will want all of the information which has been gathered by the two States in connection with this matter. We are now going through our files and extracting the studies which have been made as to financing the project. We have asked the Tudor Engineering Company, which prepared the report on the project two years ago, for sufficient copies of the report so that each member of your committee may have a copy. We hope that these data may be in your hands in the near future.

In conjunction with the State of Washington we have previously arranged with the firm of Edwardale and Colpitts, which made the original traffic survey contained in the Tudor report, to re-examine the traffic situation and make such revisions to the traffic forecast as seem advisable. They have accepted this assignment but have suggested that the resurvey of traffic be postponed until the tourist season so that a better picture of the traffic which can be anticipated can be had. This Department is also preparing plans for a structure so that a firm estimate of construction cost may be available.

I will get this information to you as soon as it can be assembled.

Very truly yours,

R. C. Williams
State Highway Engineer

cc Mr. Fred Peaslee
Mr. Fred C. Johnson
Mr. Robert Hall
Mr. W. A. Bugge
Mr. E. E. Hedges
bc Mr. Forrest Cooper
Mr. G. S. Paxson
M. McAuer

GSP:gm hl

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JUN 2 1958
FOR FILING
SIG UNANDER
State Treasurer
F-003-1(16)
6261

9.

State of Oregon

Treasury Department
Salem

May 28, 1958.

Mr. G. S. Paxson,
Assistant State Highway Engineer,
Salem, Oregon.

Dear Mr. Paxson:

Information that we shall need in connection with the study of the financing of the proposed interstate bridge at Astoria will include:

1. An estimate of total cost of the bridge and approaches, including interest accruals upon bonds during the construction period.

2. Estimated revenues from bridge tolls and a conservative estimate of amount of bonds that can be supported or serviced from net bridge revenues.

3. Savings through elimination of ferry service.

4. Cost of operation of the bridge.

5. Estimated life of the bridge.

6. Amount of federal funds that will be applied in partial payment of the cost of the bridge, or in partial payment of state general obligation highway bonds, should any be issued to defray part of the cost of the bridge.

7. Kinds of insurance that will be carried on the bridge and annual cost of insurance premiums.

8. Copies of studies or reports on similar undertakings, such as the Carquinez bridge in California, and on all toll bridges that now span the Columbia River between Oregon and Washington.

Other data, that may be requested later, also may be required.

Very truly yours,

STATE BOND COMMISSION,

By Fred A. Paulus
Secretary.

FHP:cp

RECEIVED
MAY 28 1958
STATE HIGHWAY ENGINEER

Copy made for Blenkly

NOTED
G. S. PAXSON

RECEIVED
MAY 23 1958
FOR FILING

E-003-1 (1)
6268

May 27, 1958

Mr. Fred H. Paulus
Secretary, Bond Commission
103 State Capitol
Salem, Oregon

Dear Mr. Paulus:

In connection with the appointment of the advisory committee to study the financing of the proposed bridge at Astoria, I would appreciate your advice as to what information we can give that would best satisfy their needs.

We are now reviewing the file and making up copies of the various financing proposals which have been worked out by this Department and by Mr. Paul Spear who is acting as an adviser to the Port of Astoria. I am attempting to get sufficient copies of the Tudor report on this project so that each member may have a copy.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPigm

cc Mr. W. C. Williams

SIG UNANDER
State Treasurer

State of Oregon

Treasury Department
Salem

NOTED
G. S. PAXSON

M E M O R A N D U M

Date: May 21, 1958.

To: Mr. W. C. Williams,
State Highway Engineer.

From: Mr. Fred H. Paulus,
Deputy State Treasurer.

Re: Names and addresses of members of/subcommittee of the advisory committee to Oregon Legislative Highway Interim Committee, studying the problem of building a bridge across the mouth of the Columbia River at Astoria.

Chairman: Mr. Russell M. Colwell,
Vice President,
The First National Bank of Portland,
S. W. 5th, 6th and Stark Streets,
Portland, Oregon.

Member: Mr. Fred G. Johnson,
Vice President,
The United States National Bank
of Portland, Oregon,
321 Southwest Sixth Avenue,
Portland, Oregon.

Member: Mr. Robert M. Hall,
Blyth and Co., Inc.,
Pacific Building,
Portland 4, Oregon.

Member: Mr. Fred H. Paulus,
Deputy State Treasurer,
103 State Capitol,
Salem, Oregon.

NOTED
G. S. PAXSON

RECEIVED
MAY 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OK.
FHP

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FOR FILING

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Distr

Astoria

May 21, 1958

Mr. W. A. Bugge, Director
Department of Highways
Transportation Building
Olympia, Washington

Dear Mr. Bugge:

You will recall that at a joint meeting of the Oregon and Washington Highway Interim Committees on March 28 the Joint Interim Committees recommended that the Highway Commissions of the States of Oregon and Washington each appoint a committee to act in an advisory capacity regarding the possibility of financing a bridge across the Columbia River between Astoria and Ellice Point.

For your information, the following members have been appointed and have accepted such appointment in the State of Oregon:

Russell Colwell, Chairman, First National
Bank of Portland
Robert Hall, Blyth & Co., Inc., Portland
Fred Paulus, Deputy State Treasurer, Salem
Fred Johnson, United States National Bank
of Portland

We would appreciate being advised as to the membership of a similar committee in the State of Washington at such time as it is appointed.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mi
cc Hon. Al Flegel
Mr. D. E. Hodges
bc Mr. Forrest Cooper
Mr. G. S. Paxson

RECEIVED
MAY 27 1958
FOR FILING

May 26, 1958

Mr. Walter Kurylo
Assistant to the
Asst. to the Federal Highway Administrator
Bureau of Public Roads
Washington 25, D. C.

Dear Mr. Kurylo:

Following my telephone conversation with you, I asked that the hearing before the Corps of Engineers on the Astoria bridge over the Columbia River be postponed pending the outcome of your negotiations with the Chief of Naval Operations. I am, of course, anxious that the matter be settled as I am hesitant to proceed too far with the design of the structure until we have the clearances and the grade line decided. It is necessary, however, that I have preliminary plans and estimate ready for our legislature by December 1. Please keep me advised as to any progress on this matter that you can make.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc: Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

OFFICE OF THE ADMINISTRATOR

Dear Glenn -

The Office of Chief of Naval Operations has not yet received the information it needs from its operating units to arrive at a decision. When I mentioned what your problem is, about ~~hawing~~ having the May 27 hearing postponed until a later date, they also thought it was a good idea. They informally said that they are earnestly trying to get their requirements down to 175 feet but that pending completion of the review they cannot be committed to anything less than 198 feet.

We do not know what the final

answer is going to be. If their requirement should remain at 198 feet we can at least derive some satisfaction from the thought that they carefully restudied the situation.

If your travels should bring you into the Washington area I would be glad to see you.

Sincerely

Walter Kunglo

RECEIVED
MAY 2 1953
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

OFFICE OF THE ADMINISTRATOR

May 1, 1958

AIR MAIL

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Paxson:

Both the Washington office of the Bureau of Public Roads and the 13th Naval District requested the Office of Chief of Naval Operations, Department of the Navy, to review its vertical clearance requirements on the Columbia River.

The Office of Chief of Naval Operations advised today that its review has not yet been completed. Although we have no assurance that the 198-foot clearance will be reduced, the Navy has assured us that it is very carefully reviewing its peacetime and mobilization needs in the area before it arrives at a decision, which it expects to reach in advance of the May 27 Hearing.

Although we are not always successful in obtaining reductions in navigational clearances wherever the requests of waterway interests appear to us upon initial analysis to be unreasonable, we are always willing and ready to try.

Sincerely yours,

Walter Kurylo

Walter Kurylo
Assistant to the
Assistant to the Federal Highway Administrator

RECEIVED
MAY 5 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. S. PAXSON

RECEIVED
MAY 15 1958
FOR FILING

May 15, 1958

Honorable Wayne Morse
United States Senator
Senate Office Building
Washington, D. C.

Dear Senator Morse:

Mr. James F. Johnson, Director of the Department of Motor Vehicles of Oregon, has transmitted to me your request for information relative to the proposed bridge between Astoria, Oregon, and Point Ellice, Washington. The following is about the only information now available:

For several years there has been strong advocacy of a toll bridge across the Columbia River at Astoria to replace the present toll ferries. The matter had the attention of both the Oregon and the Washington Legislatures during the 1957 session, and each Legislature authorized the use of $100,000 of highway funds from its respective State to prepare a design and estimate of cost of the proposed bridge, the total amount available thus being $200,000 for such work. By agreement, the State of Oregon was authorized to design the bridge and prepare the necessary estimates of cost, obtain permits from the Army Engineers, and have all data available for presentation to the Oregon and Washington Legislatures for the 1959 session.

The State of Oregon is well along with the design of the bridge and has requested a hearing before the Army Engineers, with the request that a permit be granted. It is expected that this hearing will be held in the next two or three months. The proposal is to build the bridge as a toll revenue structure, which will require the sale of approximately $34,000,000 of revenue bonds. Previous studies indicated that it would take some 45 to 50 years to retire the bonds if they could be sold at an effective interest rate in the neighborhood of three per cent.

I can give you no further information pending further consideration of this matter by the 1959 sessions of the Oregon and Washington Legislatures.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. James F. Johnson
Mr. Forrest Cooper

COMMUNICATIONS-TELETYPE
RECIPROCITY-PRORATION
DRIVERS LICENSE
REGISTRATION

FINANCIAL RESPONSIBILITY
FUELS TAX-USE FUELS TAX
GAS TAX REFUND
TRAFFIC SAFETY

STATE OF OREGON
DEPARTMENT OF MOTOR VEHICLES
SALEM, OREGON

May 13, 1958

NOTE:
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Highway Department
Salem, Oregon

Dear Mr. Williams:

I have received a letter from Senator Wayne Morse in which he states he has received a sizeable volume of correspondence concerning the proposed bridge from Astoria and Point Ellice, Washington. The Bureau of Public Roads has supplied Senator Morse with very meager details with respect to an application on this bridge.

Senator Morse requests that he be supplied with any information that the Oregon State Highway Department and Washington State Highway Department have on the bridge project. The Senator states that he does not want to be giving out information on the subject until he knows the official position of the respective state governments involved.

I was going to write to the Senator and suggest that he correspond directly with you, but to expedite matters, I am making the request to you directly so that you might supply him with as much pertinent information as possible.

Very truly yours,

James F. Johnson

James F. Johnson
Director

JFJ:wb
cc: Hon. Wayne Morse

RECEIVED
MAY 15 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1958
FOR FILING

May 14, 1958

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
Commerce Building
225 S. W. Broadway
Portland, Oregon

Dear Mr. McIver:

At the meeting of the Highway Commission on Thursday of last week, May 8th, the Commission discussed a letter from Representative Al Flegel, Chairman of the Legislative Highway Interim Committee, in which request was made that a committee be appointed to meet with a similar committee from the State of Washington for a study of financing problems pertaining to the proposed bridge across the Columbia River at Astoria. This was agenda Item 5h.

As a result of the discussion, the Commission referred to you the matter of selecting three people to serve on this committee, preferably people that have no connection with the State Highway Department, and to advise Mr. Flegel relative thereto. I enclose a copy of Mr. Flegel's letter for ready reference.

You asked me to remind you of the action.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

MEMBERS
AL FLEGEL
STATE REPRESENTATIVE
CHAIRMAN
HARRY D. BOIVIN
STATE SENATOR
VICE CHAIRMAN
ANTHONY YTURRI
STATE SENATOR
SECRETARY

MEMBERS
R. F. CHAPMAN
STATE SENATOR
CARL BACK
STATE REPRESENTATIVE
VERNE N. CADY
STATE REPRESENTATIVE
RICHARD GROENER
STATE REPRESENTATIVE

STATE OF OREGON
LEGISLATIVE HIGHWAY INTERIM COMMITTEE
CREATED BY S.J.R. 36, 1957 OREGON LEGISLATURE
ROOM 304, CAPITOL BUILDING
SALEM, OREGON

April 4, 1958

Oregon State Highway Commission
c/o H. B. Glaisyer
State Highway Building
Salem, Oregon

Gentlemen:

At our recent joint meeting of the Oregon Legislative Highway Interim Committee with the Washington Highway Interim Committee, it was determined that it would be advisable to have a subcommittee to study the financing problems pertaining to the two states in relation to the Astoria Bridge.

The Oregon and Washington committees agreed that they would request their Highway Commissions to appoint a financial committee to study the monetary problems, which would include methods of bonding, etc., and to that end I would appreciate it if the Commission would appoint a committee to meet with a similar committee appointed by the State of Washington for the above-mentioned purpose.

It would seem Mrs. Julia Butler Hanson or Chairman Cowell of the Washington Commission could be contacted to effect a meeting.

The Oregon Legislative Highway Interim Committee through its subcommittee on the Astoria Bridge would appreciate your cooperation in effecting a meeting of this joint financial committee.

Very truly yours,

Rep. Al Flegel, Chairman
Legislative Highway Interim Committee

AF em

RECEIVED
APR 7 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 8 1958
FOR FILING

May 7, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Under date of March 20, we submitted to you an application for a permit to construct a bridge across the Columbia River at Astoria, Oregon. In this application we specified a vertical clearance of 198 feet at the center of the span over the main ship channel near the Oregon shore. This clearance was in accordance with our understanding of the requirements of the U. S. Navy.

The U. S. Bureau of Public Roads are now negotiating with the Office of Chief of Naval Operations in Washington, D. C., who are reviewing their needs in this area. In view of the fact that there is a possibility that these clearances may be reduced materially, it is requested that the hearing set for May 27 at Astoria be deferred to a future date, to be determined when we have further advice from the Office of the Chief of Naval Operations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

[redacted]

cc Mr. W. A. Bugge, Director
Washington Department of Highways

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority

Mr. W. C. Williams

RECEIVED
APR 28 1958
FOR FILING

April 28, 1958

AIR MAIL

Mr. Walter Kurylo
Bureau of Public Roads
U. S. Department of Commerce
Washington 25, D. C.

Dear Mr. Kurylo:

I am advised that you are discussing with the U. S. Navy the vertical clearance requirements for the proposed Columbia River Bridge on US101 at Astoria with a view toward reducing this clearance.

I have discussed this matter informally with the civilian staff of the local office of the U.S.E.D. and I believe they would go along with a vertical clearance of 175 feet to accommodate navigation needs other than needs of the Navy. This of course is entirely informal and might not stand up at a hearing in which navigation interests were represented.

I have contacted the 13th Naval District and requested that they advise as to their minimum vertical clearance needs. In replying they stated that the Admiral felt that 198 feet was necessary, which is the same clearance provided by the Columbia River Bridge at Longview, Washington, 64 miles above the mouth of the river.

The reduction of clearance to 175 feet would be a very material benefit to traffic. It is estimated that it would save $200,000 in construction costs and would allow us to reduce the grades on the approaches from 6.18 percent to 5.27 percent.

A hearing on this matter is scheduled for May 27 and, if there is anything you can do to secure Navy approval for the lower clearance, it would be greatly appreciated.

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. C. G. Polk
Mr. R. B. McMinn
Mr. W. C. Williams

STANDARD FORM NO. 64 BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

C O P Y

TO : B M. French, Regional Engineer
Portland, Oregon

DATE: April 23, 1958

FROM : W. Kurylo

SUBJECT: Required vertical clearance for proposed Columbia River Bridge at Astoria as per your air mail memorandum of 4/21/58

Chief of Naval Operations is reviewing the clearance requirements and should have an answer by the time Mr. McMinn is in Washington, D. C. on May 5. Meanwhile, we would appreciate receiving an estimate of possible savings in cost of construction of the bridge if the vertical clearance can be reduced to 175 feet. Early receipt of the estimate would enable us to submit the data to the Department of the Navy while the problem is still under review and before a decision is reached.

I am holding the morning of May 5th open for Mr. McMinn to discuss this problem with him.

RECEIVED
APR 17 1958
FOR FILING

April 17, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Re: Vertical clearance of proposed
Astoria Bridge over Columbia River

Dear Sir:

In our conferences and discussions several years ago with regard to requirements for navigation, we were pretty well convinced that when the Navy certified the need for clearances of naval vessels there was very little we could do about it. In connection with the Astoria Bridge, I have discussed the matter quite a few times with the civilian personnel of the U. S. Engineers and, while they can give no definite answer, I believe that we could agree on a 175-foot clearance for all commercial navigation.

I wrote the Thirteenth Naval District, under date of November 7, 1957, copy of which is attached, asking for their requirements and putting up a plan for a 175-foot vertical clearance. They answered this letter under date of November 20, 1957, copy of which is also attached. You will note that they refer back to a ruling in 1955 in which they established a 196-foot vertical clearance on the Columbia River up to the Interstate Bridge at Vancouver. We would, of course, like to reduce this clearance, but in view of the request of the Navy there seems to be little chance of doing so.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPigs
Attach.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
APR
FOR FILING

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 17, 1958

U. S. Army Engineer District,
Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Mr. T. W. Ragsdale, Chief
Operations Division

Re: Astoria-Megler Bridge

Gentlemen:

Your letter of April 9, 1958, directed to Mr. W. A. Bugge, Director of Highways, has been referred to this office and in accordance with your request, I have set forth on the attached certificate the extract of the statute governing the legislation for the subject facility. I use this means of advising you of the legislative authority inasmuch as Chapter 172 was an appropriation measure passed by the 1957 Legislative Session and was an exceedingly long chapter.

I assume that my certificate with the extract will satisfactorily serve your requirements. Transmitted herewith are five copies of my certificate on the subject matter.

While it may not be pertinent to the case at hand, nevertheless, I am transmitting one copy of the agreement between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority. I felt that the subject agreement might offer additional information in connection with the proposed facility which would be of value to you in your analysis.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

RECEIVED
APR
OREGON
STATE HIGHWAY COMMISSION

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.
cc: Mr. W. A. Bugge
Mr. Glen Paxson

FILED

F-003-1(14)

4-11-58

6261

STATE OF OREGON }
} ss
COUNTY OF MARION }

I, Floyd Quary, Assistant Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the meeting of the Oregon State Highway Commission of June 27, 1957, entered in Volume 42 of the minute book covering an agreement among the Washington Toll Bridge Authority-Washington Highway Commission-Oregon State Highway Commission, pertaining to a survey for a bridge across the Columbia River in Clatsop County, has been compared by me with the original, and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 11th day of April, 1958.

Floyd Quary
Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon
June 27, 1957

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queen's Room of the Imperial Hotel. Present were:

Chas. H. Reynolds, Chairman
M. K. Hulver, Commissioner
Robert B. Chessman, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
Leonard I. Linnes, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right-of-Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Watson, Auditor
H. B. Glasmyer, Secretary

The Engineer presented an agreement which had been signed by the Washington Toll Bridge Authority and the Washington Highway Commission pertaining to a survey for the location and type of structure for a bridge across the Columbia River in Clatsop County. The Engineer pointed out that the Oregon Legislature approved an expenditure of $100,000 for this study and that the Washington Toll Bridge Authority has agreed to pay a like sum, provided that the Toll Bridge Authority shall not be obligated to pay more than one-half of the total cost which is estimated at $200,000. The Commission approved the agreement.

RECEIVED
APR 11 1958
FOR FILING
F-003-1 (16)
6268

April 11, 1958

The District Engineer
Corps of Engineers
U. S. Army
528 Pittock Block
Portland 5, Oregon

Attention: Mr. T. W. Ragsdale
Chief, Operations Division

Dear Sir:

This is in reply to your letter of April 9 requesting a minute entry authorizing application for a permit for the proposed Columbia River Bridge between Astoria, Oregon, and Point Ellice, Washington.

I am attaching hereto five certified copies of an agreement between the State of Oregon, through its State Highway Commission, the State of Washington, through its Toll Bridge Authority, and the State of Washington, through its State Highway Commission. In Items 1 and 2, under things to be done by Oregon, you will note that Oregon is directed to conduct a survey and study of the location, alignment and most appropriate type of structure and that after the type has been determined Oregon shall prepare a design for such structure. Preparation of a design can only be done after navigation clearances are determined. These clearances, of course, require a permit from your office.

I am also attaching five certified copies of an excerpt from the minutes of the meeting of the Oregon State Highway Commission on June 27, 1957, approving the attached agreement.

I trust that these documents will serve your purpose.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPign
Encls.

cc Mr. W. C. Williams

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

April 9, 1958

NPP 800.6(Col.Riv.-Bridges)-7.

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson

Gentlemen:

Reference is made to telephone conversation between Mr. Frank C. Linton, Assistant Chief, Operations Division, of this office and Mr. G. S. Paxson of the Oregon State Highway Department pertaining to the legislative authority for construction of the bridge between Astoria, Oregon and Point Ellice, Washington.

It is requested that five copies of the excerpt from the minutes of the meeting of the Oregon State Highway Commission, entered in the minutes book, whereby the Commission authorized the Engineer to make application to the U. S. Army Engineers for a permit to construct or prepare plans and estimate of cost for the bridge between Astoria, Oregon, and Point Ellice, Washington; with five copies of a certificate signed by the Secretary of the Oregon State Highway Commission certifying that the excerpt from the minutes have been compared by the Secretary, and that the same is a true and correct copy of said portion of the minutes and of the whole thereto, be sent to this office to comply with regulations concerning the construction of bridges across navigable waterways of the United States.

Very truly yours,

T. W. Ragsdale

T. W. RAGSDALE
Chief, Operations Division

RECEIVED
APR 10 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1958
FOR FILING

F-2-1(7)
0366

AGENDA
MAY 8 1958
5 h

April 8, 1958

Hon. Al Flegel, Chairman
Legislative Highway Interim Committee
P. O. Box 50
Roseburg, Oregon

Dear Mr. Flegel:

In your letter of April 4, 1958, just received, you ask the State Highway Commission to appoint a committee to meet with a similar committee appointed by the State of Washington to study the financing problems pertaining to the proposed bridge across the Columbia River at Astoria, Oregon.

I shall bring your letter at once to the attention of the members of the State Highway Commission and the State Highway Engineer and will advise you of their reaction at the earliest possible time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

M

MEMBERS
AL FLEGEL
STATE REPRESENTATIVE
CHAIRMAN
HARRY D. BOIVIN
STATE SENATOR
VICE CHAIRMAN
ANTHONY YTURRI
STATE SENATOR
SECRETARY

MEMBERS
R. F. CHAPMAN
STATE SENATOR
CARL BACK
STATE REPRESENTATIVE
VERNE N. CADY
STATE REPRESENTATIVE
RICHARD GROENER
STATE REPRESENTATIVE

STATE OF OREGON
LEGISLATIVE HIGHWAY INTERIM COMMITTEE
CREATED BY S.J.R. 36, 1957 OREGON LEGISLATURE
ROOM 304, CAPITOL BUILDING
SALEM, OREGON

April 4, 1958

Oregon State Highway Commission
c/o H. B. Glaisyer
State Highway Building
Salem, Oregon

Gentlemen:

At our recent joint meeting of the Oregon Legislative Highway Interim Committee with the Washington Highway Interim Committee, it was determined that it would be advisable to have a subcommittee to study the financing problems pertaining to the two states in relation to the Astoria Bridge.

The Oregon and Washington committees agreed that they would request their Highway Commissions to appoint a financial committee to study the monetary problems, which would include methods of bonding, etc., and to that end I would appreciate it if the Commission would appoint a committee to meet with a similar committee appointed by the State of Washington for the above-mentioned purpose.

It would seem Mrs. Julia Butler Hanson or Chairman Cowell of the Washington Commission could be contacted to effect a meeting.

The Oregon Legislative Highway Interim Committee through its subcommittee on the Astoria Bridge would appreciate your cooperation in effecting a meeting of this joint financial committee.

Very truly yours,

Al Flegel

Rep. Al Flegel, Chairman
Legislative Highway Interim Committee

AF em

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
APR 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 10
FOR FILING

April 4, 1958

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Re: Proposed Astoria-Megler Bridge

Gentlemen:

Thank you for your letter of April 2 advising us of the arrangement to have Coverdale & Colpitts update the traffic study on the above bridge.

In mid 1956 we obtained from Tudor Engineering Company, the original or photostatic copies of the field notes of the survey, borings, traffic count and other data used as the basis of the Tudor Bridge Report. These have been turned over to the Oregon Highway Department for use in the current study.

We still have here at our office, around 120,000 IBM cards which are punched with the original traffic data. These are available to Coverdale and Colpitts should they desire or need them for their new study.

Very truly yours,

PORT OF ASTORIA

RECEIVED

R. J. Bettendorf
Manager

RJB:m
cc: Mr. Glen Paxson
Oregon State Highway Dept.

RECEIVED
APR 1958

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 2, 1958

Coverdale & Colpitts
120 Wall Street
New York 5, New York

Gentlemen:

Re: Proposed Astoria-Megler Bridge

Reference is hereby made to your letter proposal of March 10, 1958 wherein you propose to update the traffic data and information for the proposed Astoria-Megler Toll Bridge and to submit 100 copies of your letter report containing your revised estimates and a statement of the principal changes in conditions for the estimates from those of your 1955 report, and that your compensation for services rendered and expenses incurred for the work performed be in an amount of $7,000.00 payable on submission of your letter report.

You may be advised that this matter was submitted to the Washington Toll Bridge Authority for consideration at its meeting of March 26 and that the Authority authorized the acceptance of your proposal; and further, authorized the Director of Highways to execute the proposal for and on behalf of the Authority.

Accordingly, I am transmitting herewith a copy of your proposal dated March 10, 1958, for the subject facility, properly executed by Mr. W. A. Bugge, Director of Highways.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.
cc: Oregon State Highway Dept.
Attention: Mr. Glen Paxson

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ALBERT D. ROSELLINI, Governor
Chairman of Authority

CLIFF YELLE, State Auditor

FRANCIS PEARSON, Chairman
Public Service Commission

ERNEST A. COWELL, Chairman
State Highway Commission

LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member

D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

April 2, 1958

Port of Astoria
Smith Point
Astoria, Oregon

Attention: Mr. R. J. Bettendorf, Manager

Gentlemen: Re: Proposed Astoria-Megler Bridge

As you know, the legislative bodies of the States of Oregon and Washington, during their 1957 sessions, authorized the two states to make further engineering studies in connection with the proposed Astoria-Megler Bridge. In connection with these studies, it has been determined desirable to have the traffic data updated on the proposed facility in order that information and statistics developed for submission to the respective Legislatures would be as current and up-to-date as possible.

Accordingly, the Washington Toll Bridge Authority, with the concurrence of the Oregon State Highway Department, has retained the firm of Coverdale & Colpitts to update the traffic data for the proposed facility. I am not advised at this time as to the exact date that Coverdale & Colpitts will undertake the work in connection with this project; however, they have indicated in their proposal that they would undoubtedly collect the required origin and destination information for the facility during the month of June.

This information is submitted in order that you will be fully appraised of the work being undertaken on the project and I am sure that representatives of Coverdale & Colpitts will call on your office for certain information during the course of their studies.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

RECEIVED
APR
OREGON
STATE HIGHWAY COMMISSION

By: D. B. HEDGES
Executive Secretary

DBH:hs
cc: Mr. Glen Paxson, Oregon
State Highway Dept.

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ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST A. COWELL, Chairman
State Highway Commission
LLOYD K. NELSON, Director
Department of General Administration

STATE OF WASHINGTON

WASHINGTON TOLL BRIDGE AUTHORITY

TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

W. A. BUGGS, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

April 2, 1958

Board of County Commissioners
Pacific County
South Bend, Washington

Attention: Mr. Robert Kirkman, Chairman

Gentlemen:

As you know, the legislative bodies of the States of Oregon and Washington, during their 1957 sessions, authorized the two states to make further engineering studies in connection with the proposed Astoria-Megler Bridge. In connection with these studies, it has been determined desirable to have the traffic data updated on the proposed facility in order that information and statistics developed for submission to the respective Legislatures would be as current and up-to-date as possible.

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Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: Mr. Glen Paxson, Oregon
State Highway Dept.

RECEIVED

COVERDALE & COLPITTS
CONSULTING ENGINEERS
120 WALL STREET
NEW YORK 5, N. Y.

W. H. COVERDALE (1904-1940)
R. W. COLPITTS (1913-1951)

GEO W BURPEE
JOHN E. SLATER
A. P. FARNSWORTH
MILES C. KENNEDY
GEO. V. T. BURGESS
W. A. GORDON
S. R. BROWN
R. F. PASSANO
E. L. WEMPLE

March 10, 1958

Mr. W. A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

Dear Sir:

In reply to your request of March 5th, we are pleased to submit this proposal to bring up to date our previous estimates of traffic, revenue, expense and net revenue respecting the proposed Astoria-Megler Bridge, the previous estimates having been contained in a Report under date of March 15, 1955. In reply to the specific question in your letter of March 5th, we will accept an engagement to undertake said updating of our previous estimates. We assume that the bridge location will remain generally unchanged.

The work we propose to do for this engagement will include the following:

a. We will obtain up-to-date traffic volume data for the Astoria-Megler Ferry, the Puget Island Ferry, the Longview Bridge and the Interstate Bridge, by class of vehicle, and determine whether or not 1958 traffic volumes potential to the proposed Bridge are as they were anticipated to be in our previous estimates.

b. If we believe the traffic volume data from a., above, show that there has been significant change in the potential traffic pattern for the proposed Bridge, we will obtain up-to-date traffic origin and destination information and analyze these data for quantitative information on present-day traffic which is potential to the proposed Bridge. A review of the monthly variation in traffic volumes crossing the Columbia River indicates that June is a good month for the collection of origin-destination information.

c. We will restudy the tolls for the proposed Bridge and, if warranted, recommend a revision thereof.

d. We will obtain latest information on schedules of proposed highway construction projects which may affect traffic in the area of the proposed Bridge.

e. We will familiarize ourselves with the principal features of the bridge being developed by the Oregon State Highway Department for the subject crossing.

f. We will estimate the maintenance and operating expenses, including contributions to a maintenance and insurance reserve fund, which may be expected each year from the estimated first year of operation through the 25th year for the proposed Bridge. It is to be noted that the expense estimates included in the previous Report of March 15, 1955 were made by Tudor Engineering Company for a bridge of their design.

g. We will re-estimate traffic and revenue for the proposed Bridge and using the expense estimates of [illegible] above, we will calculate the net revenue expected to be available for debt service for each year from the estimated first year of operation through the 25th year.

h. We will make an oral report of our findings within three months after authorization to start the work and, following that, we will submit 100 copies of a brief letter report containing our revised estimates and a statement of the principal changes in conditions for the estimates from those of our previous, 1955, estimates.

We propose that our compensation for services rendered and expenses incurred for the work described herein be an amount of $7,000, payable on submission of the above-mentioned letter report.

If you have questions about this proposal, please let us know.

If you should wish to engage us for the work described herein, please sign for acceptance where indicated below and we will start promptly.

Thank you for your consideration.

Respectfully submitted,

Consulting Engineers

Proposal Accepted By:

_____
Director of Highways

Date: _____

PROPOSED ASTORIA BRIDGE

Estimated Traffic and Gross and Net Revenues for Years 1960-1994, Inclusive

Year	Per Cent Increase	Total Volume	Gross Revenue at $1.86 per Vehicle	Maintenance and Operation	Revenue Available for Debt Service
1960	4%	413,800	$ 769,700	$152,000	$ 617,700
1961	4	430,400	800,500	152,000	648,500
1962	4	447,600	832,500	167,000	665,500
1963	4	465,500	865,800	167,000	698,800
1964	4	484,100	900,400	227,000	673,400
1965	4	503,500	936,500	227,000	709,500
1966	4	523,600	973,900	227,000	746,900
1967	4	544,500	1,012,800	227,000	785,800
1968	4	566,300	1,053,300	227,000	826,300
1969	4	589,000	1,095,500	227,000	868,500
1970		611,700	1,137,800	232,000	905,800
1971		634,400	1,180,000	232,000	948,000
1972		657,100	1,222,200	232,000	990,200
1973		679,800	1,264,400	232,000	1,032,400
1974		702,500	1,306,700	232,000	1,074,700
1975		725,200	1,348,900	232,000	1,116,900
1976		747,900	1,391,100	232,000	1,159,100
1977		770,600	1,433,300	232,000	1,201,300
1978		793,300	1,475,500	232,000	1,243,500
1979		816,000	1,517,800	232,000	1,285,800
1980		838,700	1,560,000	237,000	1,323,000
1981		861,400	1,602,200	237,000	1,365,200
1982		884,100	1,644,400	237,000	1,407,400
1983		906,800	1,686,600	237,000	1,449,600
1984		929,500	1,728,900	237,000	1,491,900
1985		952,200	1,771,100	237,000	1,534,100
1986		974,900	1,813,300	237,000	1,576,300
1987		997,600	1,855,500	237,000	1,618,500
1988		1,020,300	1,897,800	237,000	1,660,800
1989		1,043,000	1,940,000	237,000	1,703,000
1990		1,065,700	1,982,200	242,000	1,740,200
1991		1,088,400	2,024,400	242,000	1,782,400
1992		1,111,100	2,066,600	242,000	1,824,600
1993		1,133,800	2,108,900	242,000	1,866,900
1994		1,156,500	2,151,100	242,000	1,909,100

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TABLE IV

$14,800,000 4%

Year	Net	Interest	(To) or from Reserve	Principal	Total Debt Service	Reserve 2 Year Interest	Bonds Outstanding
1957	$2,072,000*	$592,000	($1,480,000)	$ 0	$ 592,000	$1,480,000	$14,800,000
1958	1,480,000*	592,000	592,000	0	592,000	888,000	14,800,000
1959	888,000*	592,000	592,000	0	592,000	296,000	14,800,000
1960	617,700	592,000	(25,700)	0	592,000	321,700	14,800,000
1961	648,500	592,000	(56,500)	0	592,000	378,200	14,800,000
1962	665,500	592,000	(73,500)	0	592,000	451,700	14,800,000
1963	698,800	592,000	(106,800)	0	592,000	558,500	14,800,000
1964	673,400	592,000	(81,400)	0	592,000	639,900	14,800,000
1965	709,500	592,000	(117,500)	0	592,000	757,400	14,800,000
1966	746,900	592,000	(154,900)	0	592,000	912,300	14,800,000
1967	785,800	592,000	(193,800)	0	592,000	1,106,100	14,800,000
1968	826,300	592,000	(64,300)	170,000	762,000	1,170,400	14,630,000
1969	868,500	585,200	23,700	307,000	892,200	1,146,700	14,323,000
1970	905,800	572,920	29,120	362,000	934,920	1,117,580	13,961,000
1971	948,000	558,440	34,440	424,000	982,440	1,083,140	13,537,000
1972	990,200	541,480	38,280	487,000	1,028,480	1,044,860	13,050,000
1973	1,032,400	522,000	44,600	555,000	1,077,000	1,000,260	12,495,000
1974	1,074,700	499,800	50,260	625,000	1,124,800	950,160	11,870,000
1975	1,116,900	474,800	55,900	698,000	1,172,800	894,260	11,172,000
1976	1,159,100	446,880	61,780	774,000	1,220,880	832,480	10,398,000
1977	1,201,300	415,920	68,620	854,000	1,269,920	763,860	9,544,000
1978	1,243,500	381,760	75,260	937,000	1,318,760	688,600	8,607,000
1979	1,285,800	344,280	81,480	1,023,000	1,367,280	607,120	7,584,000
1980	1,323,000	303,360	88,360	1,108,000	1,411,360	518,760	6,476,000
1981	1,365,200	259,040	96,840	1,203,000	1,462,040	421,920	5,273,000
1982	1,407,400	210,920	103,520	1,300,000	1,510,920	318,400	3,973,000
1983	1,449,600	158,920	112,320	1,403,000	1,561,920	206,080	2,570,000
1984	1,491,900	102,800	120,900	1,510,000	1,612,800	85,180	1,060,000
1985	1,534,100	42,400	(431,700)	1,060,000	1,102,400	516,880	0
	1986-2005	Gross $44,288,200.		Net $39,443,200			

*: Interest capitalized for these years.

Net revenues have been used throughout. Use of gross revenue in first 5 years by capitalizing initial insurance and other expenses would accelerate complete retirement and cover interest one and one-half times in fifth year.

RECEIVED
APR 3 1956
FOR FILING
F-003-1(4)

NOTED
W. C. WILLIAMS

At the entrance to the mighty Columbia River

THE PORT OF ASTORIA

ASTORIA OREGON

FAirfax 5-4521

COMMISSIONERS
J. D. WATERHOUSE, PRES.
WM. R. MANION, V. PRES.
J. R. BOWLER, SECTY.
ALBERT E. RISSMAN, TREAS.
RUSSELL FLUHRER

RICHARD J. HEYTENDORF

April 1, 1956

Mr. [illegible]
State Representative
Chairman Highway Interim Committee
P. O. Box 50
Roseburg, Oregon

Dear Mr. [illegible]:

At the joint Oregon-[illegible] Interim Highway Committee meeting held in Portland on March 28th to discuss the Astoria-Megler Toll Highway Bridge, it was suggested that we furnish each member a copy of the financial agreement schedule which the Oregon [illegible] entered in a letter of 1956 for this bridge. A copy of this schedule is attached.

I believe a partial resume of events leading up to the preparation of [illegible] would be of assistance to the members of the committees in analyzing the [illegible] financing program.

At a meeting held in Olympia in October, 1956, the Highway Engineers, Mr. Williams and Mr. Bugge, determined that because construction costs had increased 20% since the original study of 1950, a bridge revenue bond issue of $34 million would be required for the project. The overall cost of the bridge, principal and interest at 4% would be in excess of $[illegible] million and would [illegible] bond maturities to 40 years. They concluded at this meeting that the most practical method of financing would be by [illegible] because of the lower interest rate [illegible] that these bonds carry [illegible] to the revenue bonds.

In November, 1956, the Oregon Engineer presented to the Oregon Highway Commission a $32.9 million bond program based on 3% general obligation bonds. This program established the required bond issue as follows:

Gross construction cost		$30,500,000
Interest during construction	$3,450,000	
Less interest earnings	1,050,000	2,400,000
Required bond issue		$32,900,000

You will note on the attached schedule that from 1962 to 1972 inclusive, the estimated net bridge revenues (gross earnings less operation and maintenance costs) are not sufficient to meet the interest charges and that the project would have to be subsidized in an average annual amount of about $205,500. This subsidy divided between the two states would average $102,750 annually for each state. The estimated maximum subsidy for any one of the eleven years was $160,750 for each state and the low was $19,500 for each state. After the first eleven years of bridge operation, it was calculated that the project would be self-liquidating. The reason for no subsidy during the first four years of the schedule is that for 3½ years of this period the bridge is under construction and not open to traffic. Bond money is used to pay the interest during this 4 year period.

You will note that under this program the total overall cost of the project, principal and interest, is $71,560,000 as compared to the estimated $100 million for bridge revenue bonds.

This bonding program was referred by the Oregon Highway Commission to the Port of Astoria for study to determine whether such a program could be sold in the money markets. The Port's financial consultant, Paul D. Speer of Chicago, advised that under previous bond market conditions the program would have been readily saleable but because of the tight "hard money" policy of the Federal government, a 3% interest rate was not a realistic rate for such long term bonds. More likely the rate would be around 4%. After conferring with several financial people, The Port was of the opinion that within two years the situation would change and that interest rates would come back down. It is recommended the preparation of final and

THE PORT OF ASTORIA

complete plans and designs for the bridge. It was estimated that it would require twelve to eighteen months to prepare these plans and designs and once completed it would then be possible to call for construction bids at any time it appears most desirable. This has been accomplished in part by the action of the two legislatures at their last sessions.

Very truly yours,

PORT OF ASTORIA

R. J. Nettendorf
Manager

RJB:m

Attachment

Copies to: Mr. R. F. Chapman, State Senator
Mr. Carl Back, State Representative
Mr. Richard E. Groener, State Representative
Mr. H. B. Glaisyer, Secretary
Oregon Highway Commission
Mr. L. C. Williams, State Highway Engineer
Oregon State Highway Dept.

RECEIVED
APR 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section.

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service
1958	$ 2,400,000	$	$ 987,000	$	$ 987,000
1959	* 630,000		987,000		987,000
1960	* 315,000		987,000		987,000
1961	**722,700		987,000		987,000
1962	648,500	218,800	987,000		987,000
1963	665,500	321,500	987,000		987,000
1964	698,800	288,200	987,000		987,000
1965	673,400	313,600	987,000		987,000
1966	709,500	277,500	987,000		987,000
1967	746,900	240,100	987,000		987,000
1968	785,800	201,200	987,000		987,000
1969	826,300	160,700	987,000		987,000
1970	868,500	118,500	987,000		987,000
1971	905,800	81,200	987,000		987,000
1972	948,000	39,000	987,000		987,000
1973	990,200		987,000	3,000	990,000
1974	1,032,400		986,910	45,000	1,031,910
1975	1,074,700		985,560	89,000	1,074,560
1976	1,116,900		982,890	134,000	1,116,890
1977	1,159,100		978,870	181,000	1,159,870
1978	1,201,300		973,440	227,000	1,200,440
1979	1,243,500		966,630	277,000	1,243,630
1980	1,285,800		958,320	328,000	1,286,320
1981	1,323,000		948,480	374,000	1,322,480
1982	1,365,200		937,260	428,000	1,365,260
1983	1,407,400		924,420	483,000	1,407,420
1984	1,449,600		909,930	540,000	1,449,930

*Revenue from interest

**$105,000 revenue from interest; $617,700 from bridge tolls

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section.

BOND RETIREMENT SCHEDULE - PROPOSED ASTORIA-MEGLER TOLL BRIDGE

General Obligation Bonds at 3%

ue from ate	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 987,000	$	$ 987,000	$ 1,413,000	$ 32,900,000
	987,000		987,000	1,056,000	32,900,000
	987,000		987,000	384,000	32,900,000
	987,000		987,000	119,700	32,900,000
,800	987,000		987,000		32,900,000
,500	987,000		987,000		32,900,000
200	987,000		987,000		32,900,000
,600	987,000		987,000		32,900,000
7,500	987,000		987,000		32,900,000
0,100	987,000		987,000		32,900,000
1,200	987,000		987,000		32,900,000
0,700	987,000		987,000		32,900,000
8,500	987,000		987,000		32,900,000
1,200	987,000		987,000		32,900,000
9,000	987,000		987,000		32,900,000
	987,000	3,000	990,000	200	32,897,000
	986,910	45,000	1,031,910	690	32,852,000
	985,560	89,000	1,074,560	830	32,763,000
	982,890	134,000	1,116,890	840	32,629,000
	978,870	181,000	1,159,870	70	32,448,000
	973,440	227,000	1,200,440	930	32,221,000
	966,630	277,000	1,243,630	800	31,944,000
	958,320	328,000	1,286,320	280	31,616,000
	948,480	374,000	1,322,480	800	31,242,000
	937,260	428,000	1,365,260	740	30,814,000
	924,420	483,000	1,407,420	720	30,331,000
	909,930	540,000	1,449,930	390	29,791,000

617,700 from bridge tolls

General Obligation Bonds at 3%

Year	Bridge Revenue	Revenue from State	Bond Interest	Bond Principal	Total Debt Service	Re
1985	$ 1,491,900	$	$ 893,730	$ 598,000	$ 1,491,730	$
1986	1,534,100		875,790	658,000	1,533,790	
1987	1,576,300		856,050	721,000	1,577,050	
1988	1,618,500		834,420	784,000	1,618,420	
1989	1,660,800		810,900	850,000	1,660,900	
1990	1,703,000		785,400	917,000	1,702,400	
1991	1,740,200		757,890	983,000	1,740,890	
1992	1,782,400		728,400	1,054,000	1,782,400	
1993	1,824,600		696,780	1,127,000	1,823,780	
1994	1,866,900		662,970	1,204,000	1,866,970	
1995	1,909,100		626,850	1,283,000	1,909,850	
1996	1,951,300		588,360	1,362,000	1,950,360	
1997	1,993,500		547,500	1,446,000	1,993,500	
1998	2,035,700		504,120	1,532,000	2,036,120	
1999	2,078,000		458,160	1,620,000	2,078,160	
2000	2,120,200		409,560	1,711,000	2,120,560	
2001	2,162,400		358,230	1,804,000	2,162,230	
2002	2,204,600		304,110	1,900,000	2,204,110	
2003	2,246,900		247,110	2,000,000	2,247,110	
2004	2,289,100		187,110	2,102,000	2,289,110	
2005	2,331,300		124,050	2,207,000	2,331,050	
2006	1,985,140		57,840	1,928,000	1,985,840	
Total	$ 69,299,740	$ 2,260,300	$ 38,660,040	$ 32,900,000	$ 71,560,040	

General Obligation Bonds at 3%

from	Bond Interest	Bond Principal	Total Debt Service	Reserve	Bonds Outstanding
	$ 893,730	$ 598,000	$ 1,491,730	$ 560	$ 29,193,000
	875,790	658,000	1,533,790	870	28,535,000
	856,050	721,000	1,577,050	120	27,814,000
	834,420	784,000	1,618,420	200	27,030,000
	810,900	850,000	1,660,900	100	26,180,000
	785,400	917,000	1,702,400	700	25,263,000
	757,890	983,000	1,740,890	10	24,280,000
	728,400	1,054,000	1,782,400	10	23,226,000
	696,780	1,127,000	1,823,780	830	22,099,000
	662,970	1,204,000	1,866,970	760	20,895,000
	626,850	1,283,000	1,909,850	10	19,612,000
	588,360	1,362,000	1,950,360	950	18,250,000
	547,500	1,446,000	1,993,500	950	16,804,000
	504,120	1,532,000	2,036,120	530	15,272,000
	458,160	1,620,000	2,078,160	370	13,652,000
	409,560	1,711,000	2,120,560	10	11,941,000
	358,230	1,804,000	2,162,230	180	10,137,000
	304,110	1,900,000	2,204,110	670	8,237,000
	247,110	2,000,000	2,247,110	460	6,237,000
	187,110	2,102,000	2,289,110	450	4,135,000
	124,050	2,207,000	2,331,050	700	1,928,000
	57,840	1,928,000	1,985,840	-	-
300	$ 38,660,040	$ 32,900,000	$ 71,560,040		

RECEIVED
APR 1 1958
FOR FILING

March 31, 1958

Honorable Walter Norblad
Member of Congress
1126 House Office Building
Washington 25, D. C.

Dear Mr. Norblad:

Thank you for your letter of March 25, addressed to the Oregon State Highway Commission, with reference to the possibility of including the Astoria-Megler proposed bridge in the federal-aid highway system.

This will pose some serious problems and will need to be considered by the Highway Commissions of the two states. While it is quite possible that the Bureau of Public Roads would, upon request, add the crossing to the federal-aid system, unfortunately no additional funds would be provided. This then would mean that the two States would have to draw upon the meager primary highway funds of the two States and, as of the present time, to build the bridge as a federal-aid project would require all of the primary highway funds of the two respective States for a period of two years; therefore, from a preliminary standpoint, it does not appear that either State could favor such a project at this time. It would not be fair to use all the monies, state-wide, in one local area.

We do, however, sincerely appreciate your efforts in this matter and, as I stated above, the State Highway Commission will give it most earnest consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ld
bc Mr. W. A. Bugge
Commissioners
Mr. Forrest Cooper

WALTER NORBLAD
FIRST DISTRICT
OREGON

OFFICES:
1128 HOUSE OFFICE BUILDING
WASHINGTON 25, D. C.

220 POST OFFICE BUILDING
SALEM, OREGON

COMMITTEES:
ARMED SERVICES
COMMITTEE ON COMMITTEES

Congress of the United States
House of Representatives
Washington, D. C.

NOTED
W. C. WILLIAMS

March 25, 1958

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

I am enclosing herewith copy of a letter from President Eisenhower, which is self-explanatory.

You will note in the letter that he suggests that Oregon and Washington submit a joint proposal to the Bureau of Public Roads for the inclusion of the Astoria-Megler crossing in the Federal aid system. I sincerely hope that this may be accomplished. I am sending a duplicate of this letter to the Washington Highway Commission at Olympia.

Very truly yours,

Walter Norblad

WN/c

WALTER NORBLAD

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

THE WHITE HOUSE
WASHINGTON

March 18, 1958

Dear Mr. Norblad:

I appreciate your March 10th letter regarding the construction of a trans-Columbia bridge. It is my understanding that the highway leading up to the existing ferry between Astoria, Oregon, and Megler, Washington, is part of the Federal-aid primary highway system, but the proposed bridge has not yet been designated a part of this system.

In order to receive Federal assistance, the best approach is for the two States to submit a joint proposal to the Bureau of Public Roads for the inclusion of this facility on the Federal-aid System. I am confident that the Bureau would give prompt consideration to such a proposal.

With warm regard,

Sincerely,

The Honorable Walter Norblad
House of Representatives
Washington, D. C.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
ART
FOR FILING

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKS-4

March 28, 1958

NPP 800.6(Col. Riv.-Bridges)-7

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

Acknowledgment is made to your application dated March 20, 1958, for approval of the location and plans for a new highway bridge across Columbia River between Astoria, Oregon, and Point Ellice, Washington.

The public hearing on the application is scheduled for 1:00 p.m., May 27, 1958, in the auditorium of the Public Health Building, 9th and Commercial Streets, Astoria, Oregon. Three copies of the notice are inclosed for your convenience.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

1 Incl (trip)
Notice

RECEIVED
MAY 1 1958
OREGON
STATE HIGHWAY COMMISSION

U. S. ARMY ENGINEER DISTRICT, PORTLAND
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

NPPKS-4
NPP 800.6(Col.Riv.-Bridges)-7.

March 28, 1958

NOTICE OF PUBLIC HEARING

The application of the OREGON STATE HIGHWAY DEPARTMENT, Salem, Oregon, for a fixed bridge to be constructed between ASTORIA, OREGON and POINT ELLICE, WASHINGTON, will be considered at a public hearing to be held by the undersigned at

1:00 P.M. MAY 27, 1958
in the auditorium of the
PUBLIC HEALTH BUILDING
9TH AND COMMERCIAL STREETS
ASTORIA, OREGON

The plans submitted by the Oregon State Highway Department show the proposed bridge to be constructed from a point between Melburne and Columbia Avenues in the city of Astoria, Oregon, to a point approximately 700 feet west of Point Ellice, Washington. The total length of the bridge will be 21,340 feet.

Two main fixed spans will be provided for navigation. The south span will begin at the Federal Pierhead line, or approximately 500 feet from the M.L.W. line on the Oregon shore. The north span will begin approximately 1,250 feet south from the M.L.W. line on the Washington shore.

The bridge will provide clearances for navigation as follows:

SOUTH SPAN

Horizontal	1,070 feet
Vertical	
Above Mean Low Water (Mean Low Water is 1.1 feet above Mean Lower Low Water at this point)	198 feet (at center of span) 185 feet (at ends of span)

NORTH SPAN

Horizontal	300 feet
Vertical	
Above Mean Low Water (Mean Low Water is 1.1 feet above Mean Lower Low Water at this point)	70.0 feet

The purpose of the hearing is to determine the suitability of the location and adequacy of the plans insofar as navigation is concerned. All interested parties are invited to be present or to be represented at the above time and place, particularly navigation interests and the officials of any county, city, town or local association whose interests may be affected by the proposed work. All present will be given an opportunity to express their views concerning the effect on navigation and to suggest any changes considered desirable.

Oral statements will be heard, but for accuracy of the record all important facts and arguments should be submitted in writing in quintuplicate, as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned at the hearing or mailed to him beforehand.

JACKSON GRAHAM
Colonel, Corps of Engineers
District Engineer

RECEIVED
MAR 24 1958
FOR FILING

March 20, 1958

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon, at Salem, Oregon, and the Washington Department of Highways, at Olympia, Washington, for approval by the Chief of Engineers and the Secretary of the Army of plans of a bridge to be constructed across the Columbia River between the city of Astoria on the Oregon shore and a location near Point Ellice on the Washington shore. This is a cooperative project between the state highway departments of the two states. Attached are the tracings and four prints therefrom of five sheets of plans for this project.

Legal authority for the structure is found in the General Bridge Act of 1946 and specific authority for the application is contained in Chapter 207, Oregon Laws of 1957.

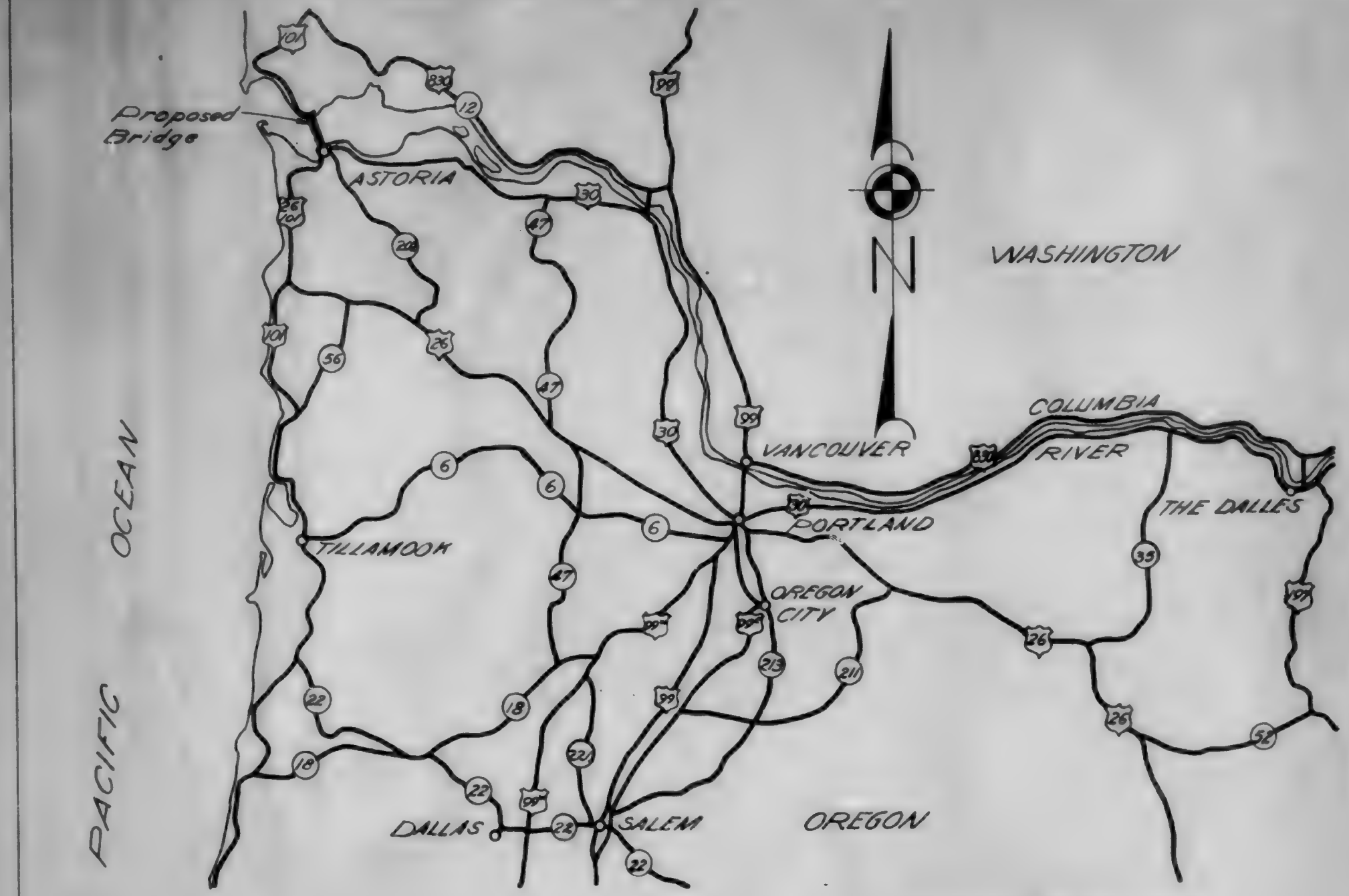
Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. A. Bugge
Mr. W. C. Williams
Mr. Ivan D. Merchant



VICINITY MAP

0 10 20 30

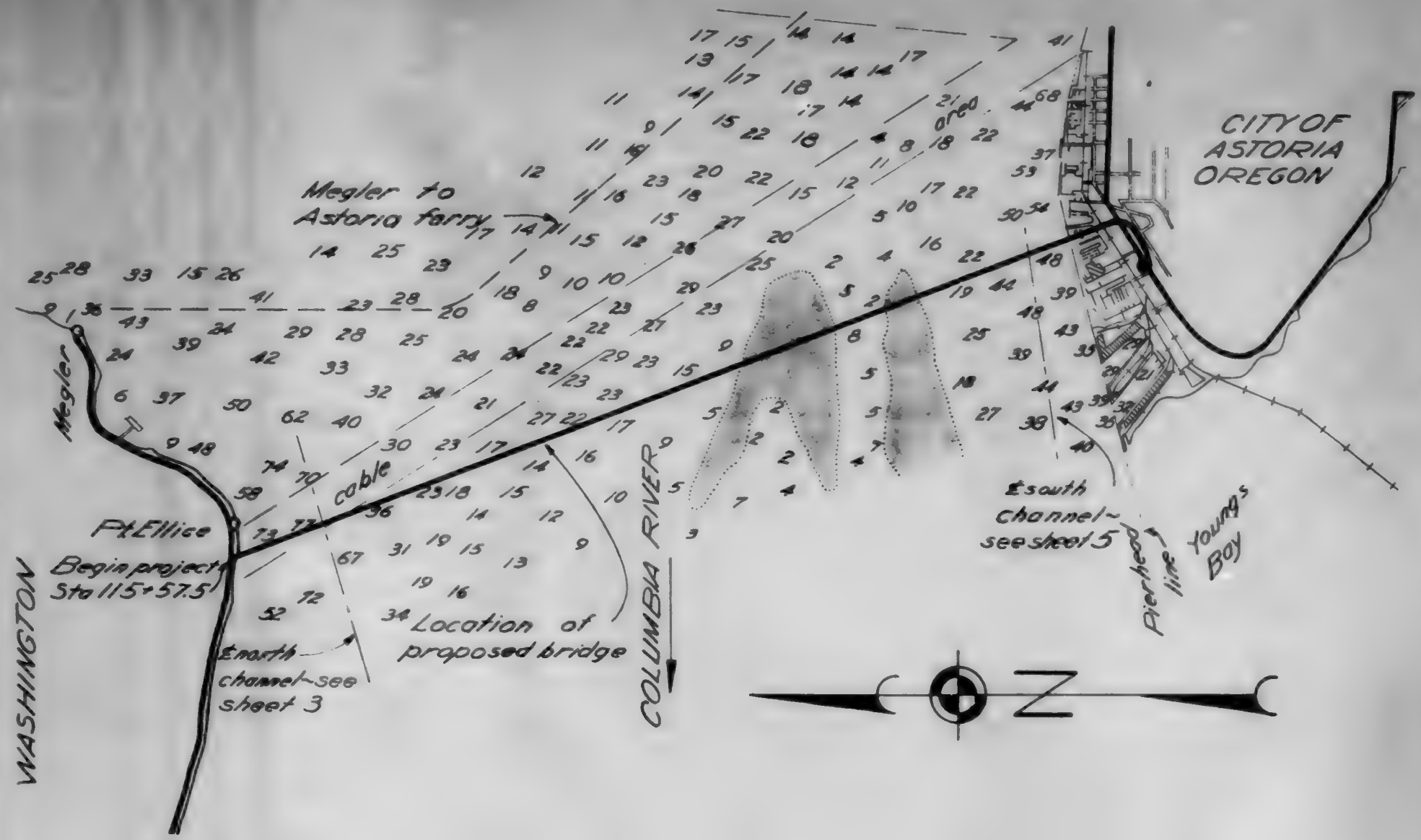
Scale in miles

APPROVED:
PORT OF ASTORIA ORE.

PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 17 1958 SHEET 1 OF 5



LOCATION MAP

Traced from U.S.C. and G.S. chart No 6151

0 2000 5000

Scale in feet

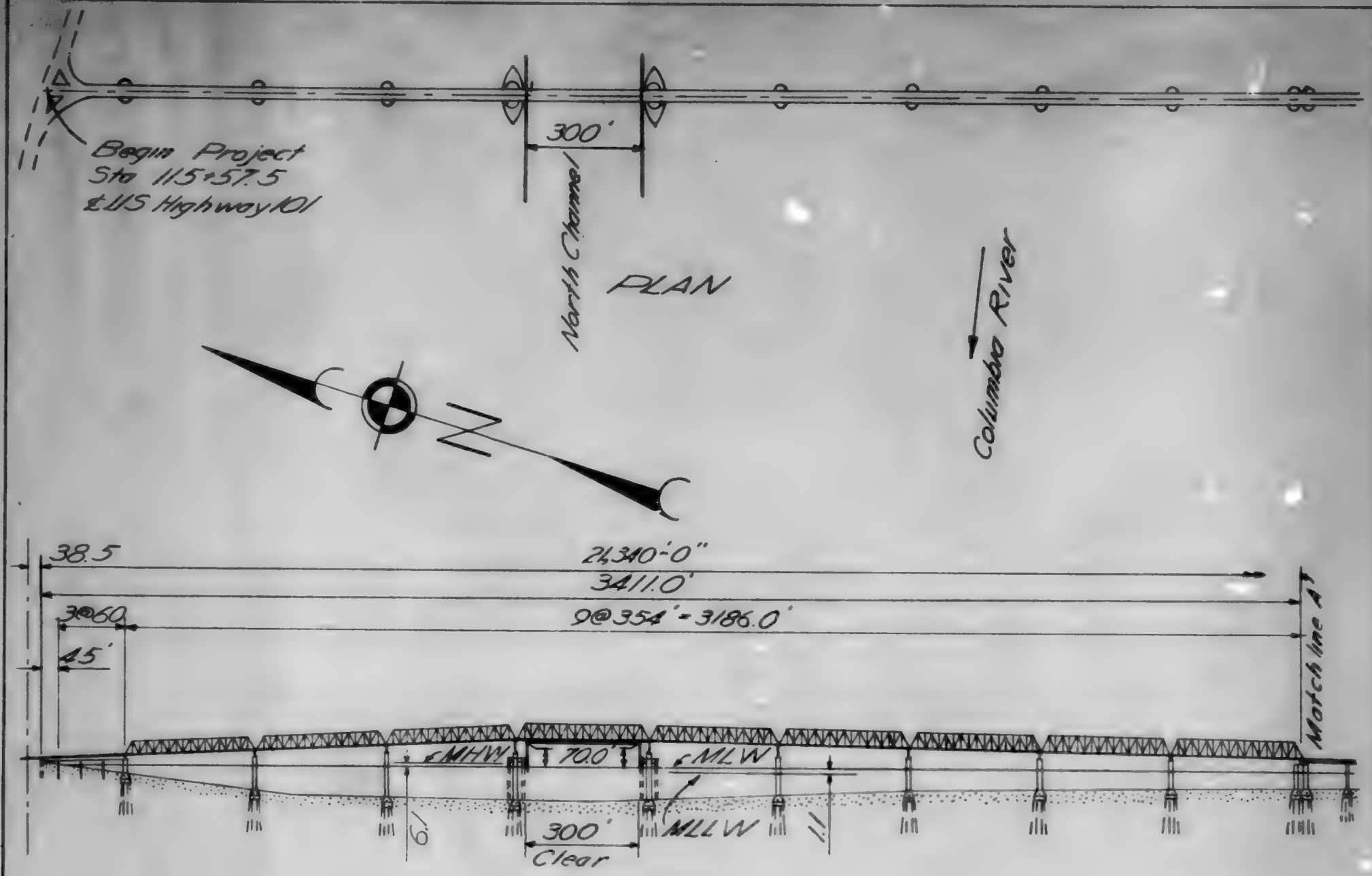
Soundings are in feet and refer to M.L.W. M.L.W. is 1.82' below M.S.L.

APPROVED:
PORT OF ASTORIA

PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 17, 1958 LLH SHEET 2 OF 5



0 200 500

Scale in feet

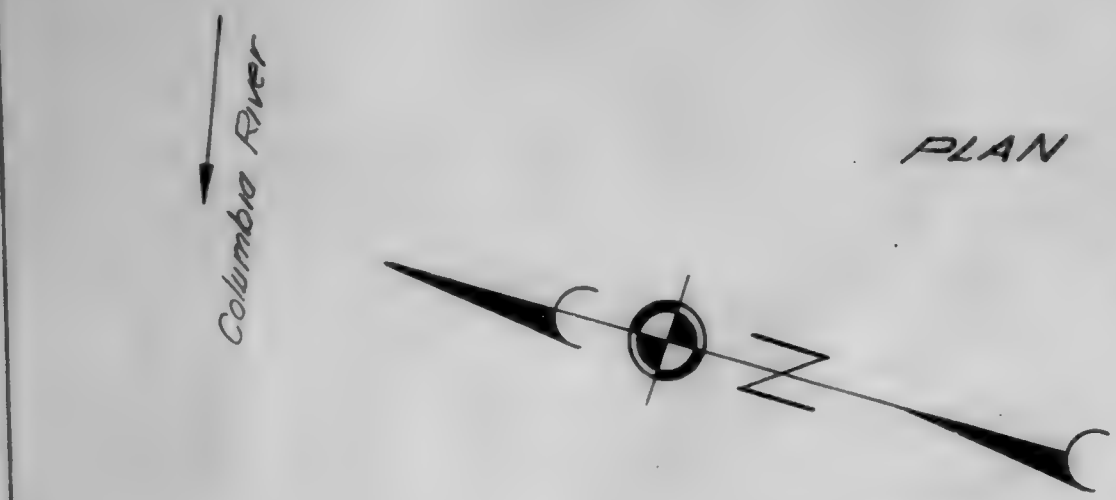
Clearances are in feet and refer to MLW. MLW is 1.82' below MSL.

APPROVED:
PORT OF ASTORIA ORE.

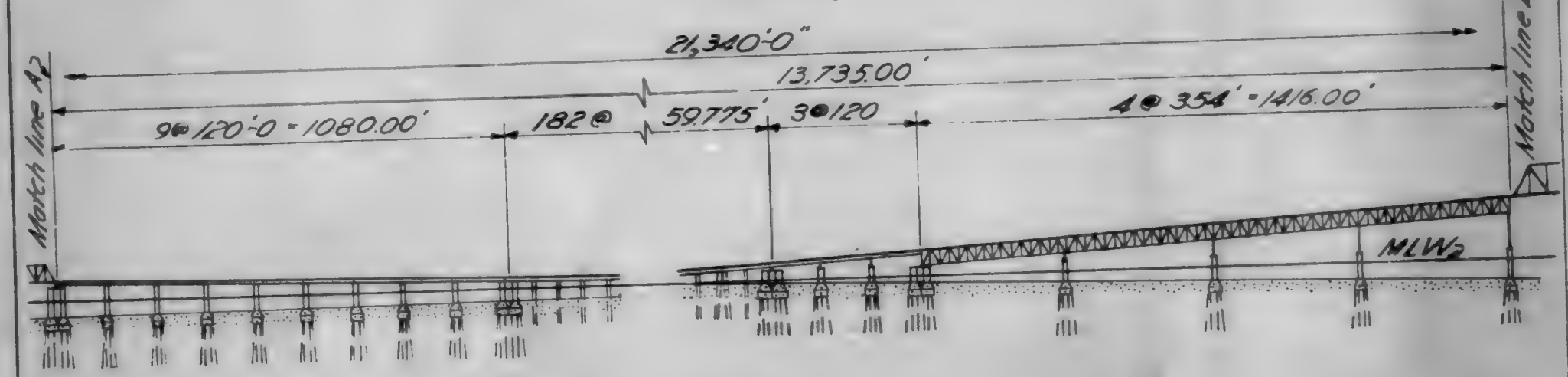
PRESIDENT

ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 11, 1958 LLH SHEET 3 OF 5



PLAN

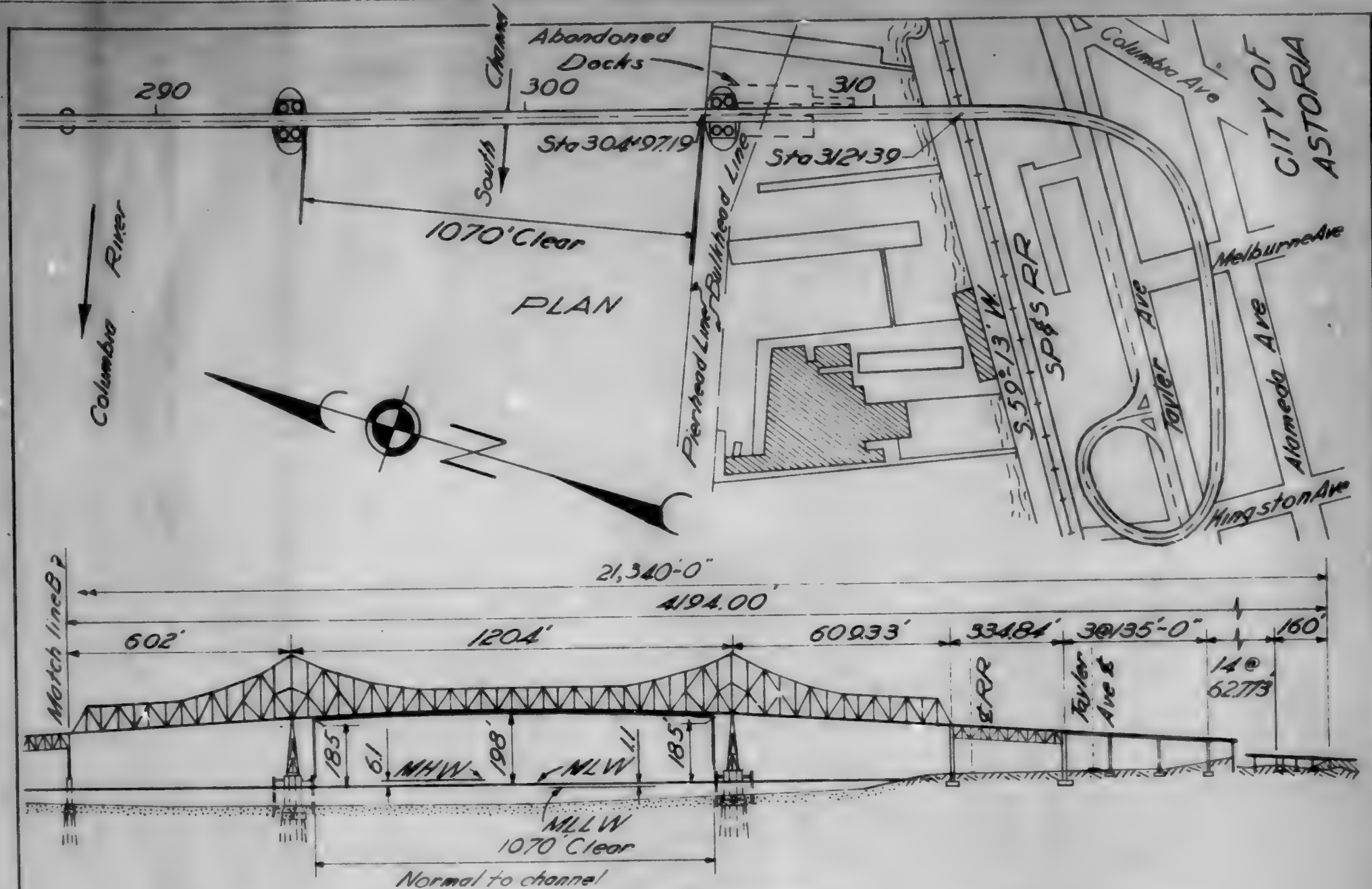


ELEVATION

0 200 500
Scale in feet

APPROVED:
PORT OF ASTORIA ORE.
PRESIDENT
ASS'T SECRETARY

PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
US HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 11, 1958 LLH SHEET 4 OF 5


Abandoned Docks
Channel
290
300
310
Sta 304+97.19
Sta 312+39
South
1070' Clear
PLAN
Columbia River
Pierhead Line & Bulkhead Line
Columbia Ave.
CITY OF ASTORIA
S.P.&S. RD
S 50°13' W
Taylor Ave.
Melburne Ave
Alameda Ave
Kingston Ave
Match line B-2
21,340'-0"
4194.00'
602'
1204'
609.33'
334.84'
30@35'-0"
160'
14@ 62.73'
185'
61'
NHW
198'
NLW
11'
185'
MLLW
1070' Clear
Normal to channel
DEVELOPED ELEVATION
0 200 500
Scale in feet
Clearances are in feet and refer to MLW. MLW is 1.82' below MSL.
APPROVED:
PORT OF ASTORIA ORE.
PRESIDENT
ASS'T SECRETARY
PROPOSED BRIDGE OVER
COLUMBIA RIVER
BETWEEN
ASTORIA ORE & PT. ELLICE WASH.
U.S. HIGHWAY 101
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
WASHINGTON STATE DEPARTMENT OF HIGHWAYS
MAR 1, 1958 LLN
SHEET 5 OF 5

March 14, 1958

Mr. R. J. Bettendorf, Manager
Port of Astoria
Astoria, Oregon

Dear Mr. Bettendorf:

Attached hereto are the original tracings and a print of the drawings which we propose to submit to the Corps of Engineers for a permit for the Columbia River Bridge at Astoria. Under the regulations of the Corps of Engineers it will be necessary that these drawings show the approval of the Port. I am sure that you will find that they correspond with the proposals presented at our conference at Astoria, and I would ask that the President and Secretary of the Port sign each of the drawings and return them to us as soon as practicable. You may have the attached print for your records pending the issuance of the formal permit.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
MAR 25 1958
FOR FILING

Salem, Oregon
March 24, 1958

Progress on Astoria
bridge design

Mr. W. C. Williams

The preliminary work for the Astoria bridge over the Columbia River is complete and type selection has been made. The location was presented to the City Council, the Port of Astoria and other interested people at a conference in Astoria on February 5, 1958.

The clearances which we propose for the structure were approved by the President of the Bar Pilots Association, the President of the River Pilots Association, Port of Astoria, a representative of the Tugboat Operators and representatives of the Fishermens' Union.

The preliminary work and type selection are complete and application has been made to the U. S. Engineers for a permit covering the structure. Tentatively a date for a hearing before the Engineers on our application has been set for May 27.

Since we anticipate no difficulty in securing a permit on the clearances proposed, we have proceeded with the design of the structure. The type will be concrete approaches on the Astoria end until the height becomes great enough to justify spans longer than can be reached with concrete design, at which point steel girders and trusses will be used.

The main span across the river will be a cantilever with a 1,204-foot main span providing 1,070 feet of horizontal clearance perpendicular to the navigable channel. Steel trusses will then be used until the grade line drops low enough to justify shorter-span viaduct construction. The middle section of the structure will be a trestle with approximately 60-foot spans supported on massive concrete piling. Across the navigable channel near the Washington shore, steel trusses will be used providing a vertical clearance of 70 feet with concrete approaches on the Washington shore.

At the Astoria end the approach will connect at grade with Marine Drive near the Associated Oil Company's station and plant. In order to gain elevation it will be necessary to loop to the north and then south

crossing over Marine Drive and supporting along the hillside south of Marine Drive. At the Washington end of the structure we will connect with US101 at grade.

The design of the structure is proceeding and is divided into a number of units. In general the design is approximately 50 percent complete and we anticipate having it complete and estimates made by December 1.

Herewith are preliminary drawings, some of which were exhibited at the hearing in Astoria and some are typical preliminary sheets showing the design of some of the spans.

The Washington Department of Highways and Washington Toll Bridge Authority are making plans to recheck the anticipated traffic on the bridge and make a study of financing requirements. It is anticipated that this will be done by Coverdale and Colpitts, the firm which made the original analysis.

G. S. Paxson

GSP:gm
Attach.

cc Mr. Ivan D. Merchant

COMMISSIONERS

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O. E. STONE
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R. A. MOISIO
TACOMA

ERNEST J. KETCHAM
SEATTLE

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES

NO. 1 SEATTLE 6
8451 CORSON AVE.

NO. 2 WENATCHEE
P. O. BOX 98

NO. 3 OLYMPIA
P. O. BOX 327

NO. 4 VANCOUVER
4500 MAIN STREET

NO. 5 YAKIMA
P. O. BOX 52

NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

NO. 7 SEATTLE 4
430 SPOKANE ST.

March 13, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Re: Proposed Columbia River
Bridge at Astoria-Megler

Dear Sir:

Please refer to your letter of February 24, 1958 relative to your suggestion that in addition to the engineering studies on the proposed Astoria-Megler bridge possibly the traffic and revenue report should be revised to reflect present day trends, which also furthers the discussion I had with Mr. Paxson during our meeting in my office on March 3.

We have written to Coverdale and Colpitts, the consulting traffic engineering firm retained by Tudor Engineering Company to make the traffic and revenue report on the Astoria-Megler bridge when it was being considered in 1955, and asked that they submit a proposal as to the cost of updating their report for consideration by the States of Oregon and Washington to determine whether or not we could financially undertake the revision work on the March, 1955, traffic and revenue report. A copy of our letter dated March 5 to Coverdale and Colpitts was sent to you for your reference.

We have now received a letter dated March 10, 1958 from Coverdale and Colpitts submitting their proposal and the work which they would undertake to revised their March, 1955, report to present day conditions. Attached is a copy of this letter for your review and consideration. We would appreciate having your reply as to whether or not it is acceptable to enter into an agreement with Coverdale and Colpitts to update their traffic and revenue report, and that the cost of such work, amounting to $7,000.00, will be shared equally by the States of Oregon and Washington as permitted under our joint statute. I will await your reply before submitting this matter to the Toll Bridge Authority with my recommendation that we enter into such an agreement with Coverdale and Colpitts.

Yours very truly,

W. A. BUGGE
Director of Highways

WAB:bd
HCH

COPY

COVERDALE & COLPITTS
Consulting Engineers
120 Wall Street
New York 5, N.Y.

March 10, 1958

Mr. W. A. Bugge
Director of Highways
Transportation Building
Olympia, Washington

Dear Sir:

In reply to your request of March 5th, we are pleased to submit this proposal to bring up to date our previous estimates of traffic, revenue, expense and net revenue respecting the proposed Astoria-Megler Bridge, the previous estimates having been contained in a Report under date of March 15, 1955. In reply to the specific question in your letter of March 5th, we will accept an engagement to undertake said updating of our previous estimates. We assume that the bridge location will remain generally unchanged.

The work we propose to do for this engagement will include the following:

a. We will obtain up-to-date traffic volume data for the Astoria-Megler Ferry, the Puget Island Ferry, the Longview Bridge and the Interstate Bridge, by class of vehicle, and determine whether or not 1958 traffic volumes potential to the proposed Bridge are as they were anticipated to be in our previous estimates.

b. If we believe the traffic volume data from a., above, show that there has been significant change in the potential traffic pattern for the proposed Bridge, we will obtain up-to-date traffic origin and destination information and analyze these data for quantitative information on present-day traffic which is potential to the proposed Bridge. A review of the monthly variation in traffic volumes crossing the Columbia River indicates that June is a good month for the collection of origin-destination information.

c. We will restudy the tolls for the proposed Bridge and, if warranted, recommend a revision thereof.

d. We will obtain latest information on schedules of proposed highway construction projects which may affect traffic in the area of the proposed Bridge.

e. We will familiarize ourselves with the principal features of the bridge being developed by the Oregon State Highway Department for the subject crossing.

f. We will estimate the maintenance and operating expenses, including contributions to a maintenance and insurance reserve fund, which may be expected each year from the estimated first year of operation through the 25th year for the proposed Bridge. It is to be noted that the expense estimates included in the previous Report of March 15, 1955 were made by Tudor Engineering Company for a bridge of their design.

g. We will re-estimate traffic and revenue for the proposed Bridge and using the expense estimates of f., above, we will calculate the net revenue expected to be available for debt service for each year from the estimated first year of operation through the 25th year.

h. We will make an oral report of our findings within three months after authorization to start the work, and following that, we will submit 100 copies of a brief letter report containing our revised estimates and a statement of the principal changes in conditions for the estimates from those of our previous, 1955, estimates.

We propose that our compensation for services rendered and expenses incurred for the work described herein be an amount of $7,000, payable on submission of the above-mentioned letter report.

If you have questions about this proposal, please let us know.

If you should wish to engage us for the work described herein, please sign for acceptance where indicated below and we will start promptly.

Thank you for your consideration.

Respectfully submitted,

/s/ Coverdale & Colpitts
Consulting Engineers

Proposal Accepted By:

_____
Director of Highways

Date _____

RECEIVED
FEB 25 1958
FOR FILING
Const
Bridges
Ext. Fdo
Astoria

February 24, 1958

Mr. W. A. Bugge, Director
Department of Highways
Olympia, Washington

Re: Proposed Columbia River
Bridge at Astoria

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Olympia, Washington

Gentlemen:

The legislatures of Oregon and Washington authorized $100,000 in each state for engineering studies on the proposed Astoria Bridge over the Columbia River. Our best estimates of the actual costs for the structural design and report will be less than $100,000, which will leave considerable money available for any other work which we should do.

I am sure that when these reports are submitted to the legislatures, one of the first questions that will come up will be the possibility of financing the project. It seems to me that we should make a study, probably based upon Tudor's report on traffic, as to the possibility of financing with revenue and with general obligation bonds. Should this project get to the construction stage, the Washington Toll Bridge Authority would very probably be handling the financial end of it in a similar way that the Interstate Bridge at Portland is being handled and I would suggest that the study be made by them.

I would appreciate your consideration of this suggestion and advice from you as to whether you think it advisable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

~~Estoria Br~~

Est. Total Cost. Survey Report

Photog Lab (Aerial, etc)	2000.
Survey Crews	4000.
Soils 500 prelim 5000 for complete survey	6000.
Soils seismic if reqd	5000
Road dept clearing	2000
R/W appsc.	1000
Bridge Divn (Prelim Str plans only)	40,000.
	60,000

Spent To 12/31/58 $7280

NOTED
G. S. PAXSON

RECEIVED
MAR 10 1958
FOR FILING
F-0031(-16)
3-48

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ERNEST J. KETCHAM
SEATTLE
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
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P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.
NO. 7 SEATTLE 4
490 SPOKANE ST

March 5, 1958

C
Coverdale & Colpitts
120 Wall Street
New York 5, New York

Gentlemen:

Re: Proposed Columbia River Bridge
at Astoria-Megler

O
The 1957 Legislatures of Washington and Oregon passed legislation authorizing further engineering studies concerning a proposed bridge over the Columbia River between Clatsop County, Oregon and Pacific County, Washington. Following the enactment of these laws in the respective states, a tri-party agreement was entered into between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority to develop and explore all facts incident to the advisability, feasibility and practicability of constructing said proposed bridge.

P

The Oregon State Highway Department is preparing the design for this proposed structure and its estimated cost. It is now the desire of the two states to have an up-to-date traffic and revenue report. Your firm prepared such a traffic and revenue report on this proposed bridge as a part of the report on a proposed highway bridge across the Columbia River at Astoria, Oregon, dated March, 1955 as submitted jointly by Tudor Engineering Company of San Francisco and your firm. I should like to have you indicate your acceptance of undertaking the work of bringing up-to-date your report prepared under date of March 15, 1955 and submit a proposal for consideration by the principals as to the cost for doing such work. An early reply from you will be sincerely appreciated.

Y

Yours very truly,

W. A. BUGGE
Director of Highways

WAB:bd
HCH
cc: Mr. G. S. Paxson

RECEIVED
MAR 1 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 19 1958
HIGHWAY ENGINEERING
E-003-1 (16)
6361

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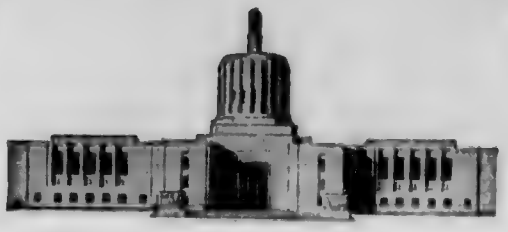


STATE OF OREGON
LEGISLATIVE HIGHWAY INTERIM COMMITTEE
CREATED BY S.J.R. 36, 1957 OREGON LEGISLATURE
ROOM 304, CAPITOL BUILDING
SALEM, OREGON

MEMBERS
R. F. CHAPMAN
STATE SENATOR
CARL BACK
STATE REPRESENTATIVE
VERNE N. CADY
STATE REPRESENTATIVE
RICHARD GROENER
STATE REPRESENTATIVE

February 18, 1958

NOTED
W. C. WILLIAMS

Honorable Julia Butler Hansen, Chairman
Washington Legislative Highway Interim Committee
Cathlamet, Washington

Dear Mrs. Hansen:

This will acknowledge receipt of your recent letter in which you confirm the date of March 28 for a joint meeting of your Columbia River Toll Bridge sub-committee with our committee to discuss the progress on the Astoria bridge survey.

Our committee at their January 24 meeting decided to make the western Oregon tour during the week of March 17 to 21, inclusive. Since you indicated the preference of March 28, I have appointed a subcommittee consisting of Senator Chapman, Rep. Back, Rep. Groener and myself to meet with you and your subcommittee in Portland on that date. May I suggest that you join us for luncheon (you name the place if you have a preference), after which we can listen to Mr. Williams report on the bridge survey and discuss this or any other problems of mutual interest at our leisure.

I am sure that this will be a more satisfactory arrangement than if we were to try to get together with you on March 21, at which time our full committee will hold a hearing in Portland, as we already have a considerable number of items on our Agenda and have only recently received another request from the Oregon Roadside Council to discuss the banning of billboards along the rights-of-ways of freeways. By holding the meeting with your subcommittee on a separate day, we will not be so pressed for time as we might be otherwise.

Very truly yours,

Rep. Al Flegel, Chairman
Legislative Highway Interim Committee

bw

cc: W. C. Williams

RECEIVED
FEB 19 1958
OREGON
STATE HIGHWAY COMMISSION
COPY

Bridge Plans

FRIDAY'S TIDES
High 3:32 a.m., 8.9 feet
High 3:40 p.m., 8.4 feet
Low 9:47 a.m., 0.7 feet
Low 8:59 p.m., 0.0 feet

Evening Astorian Bu

Astoria, Oregon, Thursday, February 6, 1958

Maritime Interests See Dra

Pictured above is the engineer's drawing of the [illegible] proposed Columbia river [illegible] and its approaches. The plans were shown for the first time to Astoria and Portland maritime interests and other officials at the Port of Astoria. It is pointed out that [illegible] tive and many cha[illegible] ceived the okeh of [illegible] the first time Wed[illegible] soon to Army Eng[illegible]

ans Unveiled

Evening Budget

Thursday, February 6, 1958 PRICE 5c

ne Interests See Drawings

drawing of the Columbia river were shown for ...d maritime in... of Astoria. It is pointed out that the plans and design are tentative and many changes are possible. The plans received the okeh of the persons who viewed them for the first time Wednesday. Plans will be submitted soon to Army Engineers. (A-B Photo)

'Tentative' Design Is Shown Here

Representatives of Astoria and Portland maritime, business and civic interests looked over tentative plans for the trans-Columbia river bridge here Wednesday and gave their approval.

Glenn Paxson, assistant state highway engineer in charge of bridge design, brought maps and blueprints showing the tentative location of the bridge approaches and tentative clearances for navigation.

Not one objection was voiced during the meeting held in the port commission office at pier No. 1 of the port docks.

To Engineers Next

Paxson said he was happy to get the approval of the interests most concerned from the standpoint of navigation, as the next step in the bridge program will be to go before US Army Engineers with formal application for their approval.

Paxson said the design work on the bridge is well advanced and that the Oregon highway department engineers have set December 1 as target date for turning the completed design over to legislators of Oregon and Washington.

Legislators want to get it for study before the 1959 legislative sessions begin. At these sessions, efforts to arrange financing for early construction of the bridge are scheduled to be made.

Astoria Terminus Located

Paxson left sets of drawings of the tentative design with Astoria port officials.

Paxson said that the tentative plans call for an Astoria terminus and junction with West Marine drive in an area west of the main West End business district, but east of Fishermen's dock; and for a Washington terminus slightly west of Point Ellice.

The plans call for 198-foot vertical clearance where the span crosses the main ship channel just off the Astoria waterfront, with 1070-foot horizontal clearance.

The 198-foot vertical clearance—approximately the same as that of the Longview bridge—was the minimum that the Navy would tolerate, Paxson said.

70 Feet at North End

At the Washington end, a 70-foot vertical clearance and 300-foot horizontal clearance are provided —between the intersection and the first crossing of Marine drive.

The bridge would be 4.2 miles long. Most of it would be about 20 feet above low water level, supported on tubular steel posts, in turn supported by piles driven to a uniform depth of 60 feet across the sands in mid-river.

The high spans across the two channels at the north and south ends would be supported on concrete piers, to be built inside hollow pre-cast shells and resting on piling.

Walkways Narrow

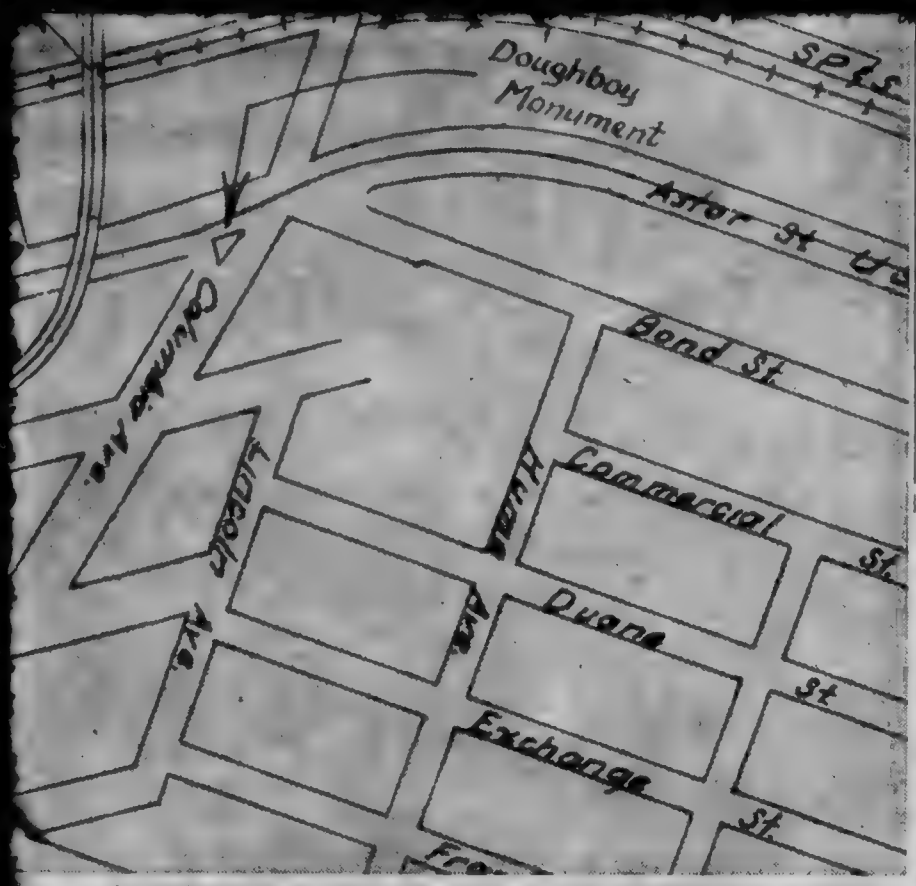
The two-lane roadway would be 26 feet wide, with 18-inch side strips on each side that could be used for emergency walkways. The plan does not contemplate sidewalks other than this, Paxson said, on the asumption few people would want to walk 4.2 miles across the river.

Shipping men present said the clearance proposed would be ample, in their opinion, from the navigation standpoint. These included Capt. Karl Schroeder of the Columbia River Bar Pilots, Capt. J. W. Powell of the Columbia River Pilots, Don Charleson of the Port of Portland, and others.

Tugboat men said the 70-foot clearance proposed for the Knappton channel at the north end probably is more than needed for the extremely few small boats that use the channel.

Fishermen Okeh Span

Albert Keranen, treasurer, and William Westerholm, secretary of the Columbia River Fishermen's Protective union, both said there was no objection from the viewpoint of gillnet fishermen. Keranen



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The 198-foot vertical clearance—approximately the same as that of the Longview bridge—was the minimum that the Navy would tolerate, Paxson said.

70 Feet at North End

At the Washington end, a 70-foot vertical clearance and 300-foot horizontal clearance are provided across the little-used Knappton channel.

The plans call for bringing the roadway down from the high 198-foot crossing of the main ship channel by an elevated causeway that will cross West Marine drive at an elevation of about 100 feet, just over the Puusti hardware store, then curve westward along the slope of the hill, descending by a 6 per cent grade, curve northward again across West Marine drive at an elevation of 25 feet, cut through the present Tidewater Oil company distributing station, and swing around eastward and southward to an intersection with West Marine drive from the north.

4.2 Miles Long

Paxson said this approach was designed to provide minimum possible interference with existing buildings and streets in Astoria's west end.

A toll plaza would be installed near the Marine drive intersection 20 feet above low water level, supported on tubular steel posts, in turn supported by piles driven to a uniform depth of 60 feet across the sands in mid-river.

The high spans across the two channels at the north and south ends would be supported on concrete piers, to be built inside hollow pre-cast shells and resting on piling.

Walkways Narrow

The two-lane roadway would be 26 feet wide, with 18-inch side strips on each side that could be used for emergency walkways. The plan does not contemplate sidewalks other than this, Paxson said, on the asumption few people would want to walk 4.2 miles across the river.

Shipping men present said the clearance proposed would be ample, in their opinion, from the navigation standpoint. These included Capt. Karl Schroeder of the Columbia River Bar Pilots, Capt. J. W. Powell of the Columbia River Pilots, Don Charleson of the Port of Portland, and others.

Tugboat men said the 70-foot clearance proposed for the Knappton channel at the north end probably is more than needed for the extremely few small boats that use the channel.

Fishermen Okeh Span

Albert Keranen, treasurer, and William Westerholm, secretary of the Columbia River Fishermen's Protective union, both said there was no objection from the viewpoint of gillnet fishermen. Keranen said the bridge site would permit adequate drifting of nets both above and below. Westerholm said the bridge would be less dangerous to fishermen than the ferries.

Westerholm suggested that a 20-foot level above low water might not be adequate along the north part of the river, where big swells roll in from the ocean. Waves might splash over the bridge, he said. Paxson said this aspect of the problem would get further study.

View to Be Provided

State Sen. Dan Thiel made a pitch on behalf of the scenic aspect of the bridge, urging that guard rails be of a nature to permit people to see out—not like those on Youngs Bay bridge which obscure the view.

Paxson said guard rails would be low solid concrete barriers 27 inches above the roadway, permitting ample vision from cars travelling across the bridge.

Paxson emphasized that the plans as reviewed at Wednesday's meeting were only tentative and preliminary, but he said work is advancing rapidly.

The Oregon highway department is doing the design work on behalf of both state highway departments, by agreement made after the 1957 legislatures appropriated $100,000 apiece to finance the task.

Span Check Underway

Highway surveying crews are making a final check of the harbor pier line and other contours on a map which was drawn up in the summer of 1957 concerning the approaches to the proposed trans-Columbia river bridge.

Resident Engineer E. J. Hall said the crews would probably finish their checks on the area sometime Thursday. The crews worked in the Columbia avenue and West Marine drive area Wednesday and are finishing up work on the 6th and Bond region Thursday he said. He said the crews were making final tieups on surveying work begun last summer.

RECEIVED
FEB 7 - 1958
FOR FILING

Salem, Oregon
February 6, 1958

Columbia River Bridge
at Astoria

MEMORANDUM TO FILE

Attached is a list of people attending a conference held in the Port Dock Commission's office in Astoria on February 5, concerning the location and clearances for the proposed Columbia River Bridge at Astoria.

No objection was raised to the arrangement for either the approaches at the Astoria end or the connection to the highway on the Washington side.

Mr. D. M. Charleson, Jr., of the Port of Portland, Mr. H. J. Schroeder of Astoria, representing the Columbia River Bar Pilots, and Mr. J. W. Powell of Portland representing the Columbia River Pilots, approved the vertical and horizontal clearances proposed for the main ship channel. These clearances were 198 feet at the channel center and 185 feet at the fender line for vertical clearance and 1,070 feet perpendicular to the channel for horizontal purposes. Mr. M. Ginn of the Arrow Tug & Barge Company approved the clearances for the channel on the Washington side, which are 70 feet vertical clearance and 300 feet horizontal clearance. Mr. William Westerholm and Albert Keranen of the Columbia River Fishermen's Protective Union stated that the bridge would not interfere with fishing on the river and, in fact, might make their arrangements even better.

G. S. Paxson

GSP:gm
Attach.

RECEIVED
JAN 14 1958
FOR FILING

Salem, Oregon
January 14, 1958

Report on progress of work on proposed Columbia River Bridge at Astoria.

Mr. W. C. Williams
State Highway Engineer
O f f i c e

The following is a report on the progress of the work on the proposed Columbia River Bridge at Astoria.

All field work has been completed with the exception of tying in the harbor and pierhead lines to our center line; also it will be necessary to secure river soundings along the center line.

The geometric layout for both approaches has been completed and grades have been established for the bridge.

The Bridge Division is now designing the main span, the 300-foot deck truss approach spans, and the long series of 100-foot precast, prestressed concrete spans.

Permit drawings are being made up preparatory to applying to the U. S. Corps of Engineers for a crossing permit.

Preliminary sketches are being prepared, together with maps, for the purpose of holding a meeting at Astoria with interested parties to determine needs of navigation, et cetera.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

RECEIVED
JAN 21 1958
FOR FILING
F-003-1 (16)

HEADQUARTERS
THIRTEENTH NAVAL DISTRICT
SEATTLE 99, WASHINGTON

IN REPLY REFER TO 03
N14/mb
Ser 648/03
20 Nov 1957

Astoria Bridge over Columbia River

Mr. G. S. Paxson
Assistant State Highway Engineer
State of Oregon
Salem, Oregon

My dear Mr. Paxson:

This is in reply to your letter of 7 November 1957 in which you requested information on what vertical clearance the Navy required for bridge construction.

On 21 March 1955 the Portland District Engineer, U. S. Army, requested information on vertical clearance requirements for bridges in the Willamette River and Columbia River. The Commandant requested that 198 feet vertical clearance be honored on the Columbia River up to the Interstate Lift Bridge at Vancouver, Washington, and upstream on the Willamette River to the Steel Lift Bridge on Glisan Street, Portland, Oregon.

Sincerely,

A. H. NEWCOMB
Captain, U. S. Navy
Assistant Chief of Staff for
Operations, Thirteenth Naval
District

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

G. S. PAXSON

RECEIVED
NOV 8 1957
FOR FILING

FEDERAL

November 7, 1957

Assistant Chief of Staff for Operations
Headquarters, 13th Naval District
U. S. Navy
Seattle 15, Washington

Dear Sir:

The Washington and Oregon State Highway Departments are making a study of a bridge across the Columbia River from Astoria on the south to Point Ellice on the north. Studies indicate that, insofar as commercial navigation is concerned, a vertical clearance of approximately 175 feet above mean lower low water would be adequate for all vessels entering the river. I have been advised, however, that naval requirements have been set at a higher clearance than this, and I would appreciate your advice as to the minimum vertical clearance that would satisfy these naval requirements.

The ship channel is immediately adjacent to the Oregon shore at the point of the crossing and it is very important to highway traffic that the lowest practicable clearances be permitted. Even with a clearance of 175 feet we are having difficulty getting down to meet the street system of Astoria.

This is an important project as it will form a connection in US101 replacing the present ferryboats which cannot serve highway traffic satisfactorily.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. P. M. Stephenson

PROGRESS ON ASTORIA-COLUMBIA RIVER BRIDGE DESIGN

The field survey work is completed and the mapping is well along and should be completed within the next week or ten days. When the mapping is completed, a detailed location for the structure and approaches will be made. When the location is decided, a conferance will be held with navigation interests to iron out any differences in opinion as to span lengths, clearances, pier locations, and other related items. Following this a meeting will be held in Astoria with local interests to explain the tentative location and to consider any suggestions that may be made, in order that the project may be located so as to give maximum benefits to both local and long-distance traffic movements.

When these matters are resolved, application will be made to the Corps of Engineers, U. S. Army, for a permit to construct the bridge. It will be necessary that such a permit be issued before the location, span lengths, clearances, et cetera, can be definitely known and the structural design completed.

While this work in the field has been under way, work on the structural design has been going on. A considerable portion of the structure will not be changed, regardless of minor shifts in the location.

October 30, 1957.

RECEIVED
OCT 15 1957
FOR FILING

Salem, Oregon
October 14, 1957

Astoria Bridge

Mr. I. D. Merchant

I am returning your notes on wind loadsand pile loads for the Astoria Bridge design.

On the wind loads I can go along with you on the revision of Group II loading where we use double the 100-mile wind load. I believe, however, that we should check this load against Group III loading as revised by T.11(55), which is Group I + LF + F + 30% W + WL at 125% basic stress.

On your proposal for piles you have used 600 pounds per square foot. The only references I have to the value of concrete piles in friction is in Plummer & Dore, "Soil Mechanics and Foundations", where this figure is given for the ultimate resistance of the pile in loose sand. If we use this figure for the actual bearing value, we will have no factor of safety.

C. S. Paxson

CSP:gm
Attach.

RECEIVED
AUG 15 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1957

SUBJECT: Authority for Survey
Interstate Bridge
Astoria Section
Oregon Coast Highway

To: Memo to The Files

A survey order is being proposed for design of the Interstate Bridge to cover topography at the approaches.

I wish to caution you that this is a special legislative appropriation of State Highway funds and this order must not, under any condition, be over-expended without authority.

Tom Edwards
Construction Engineer

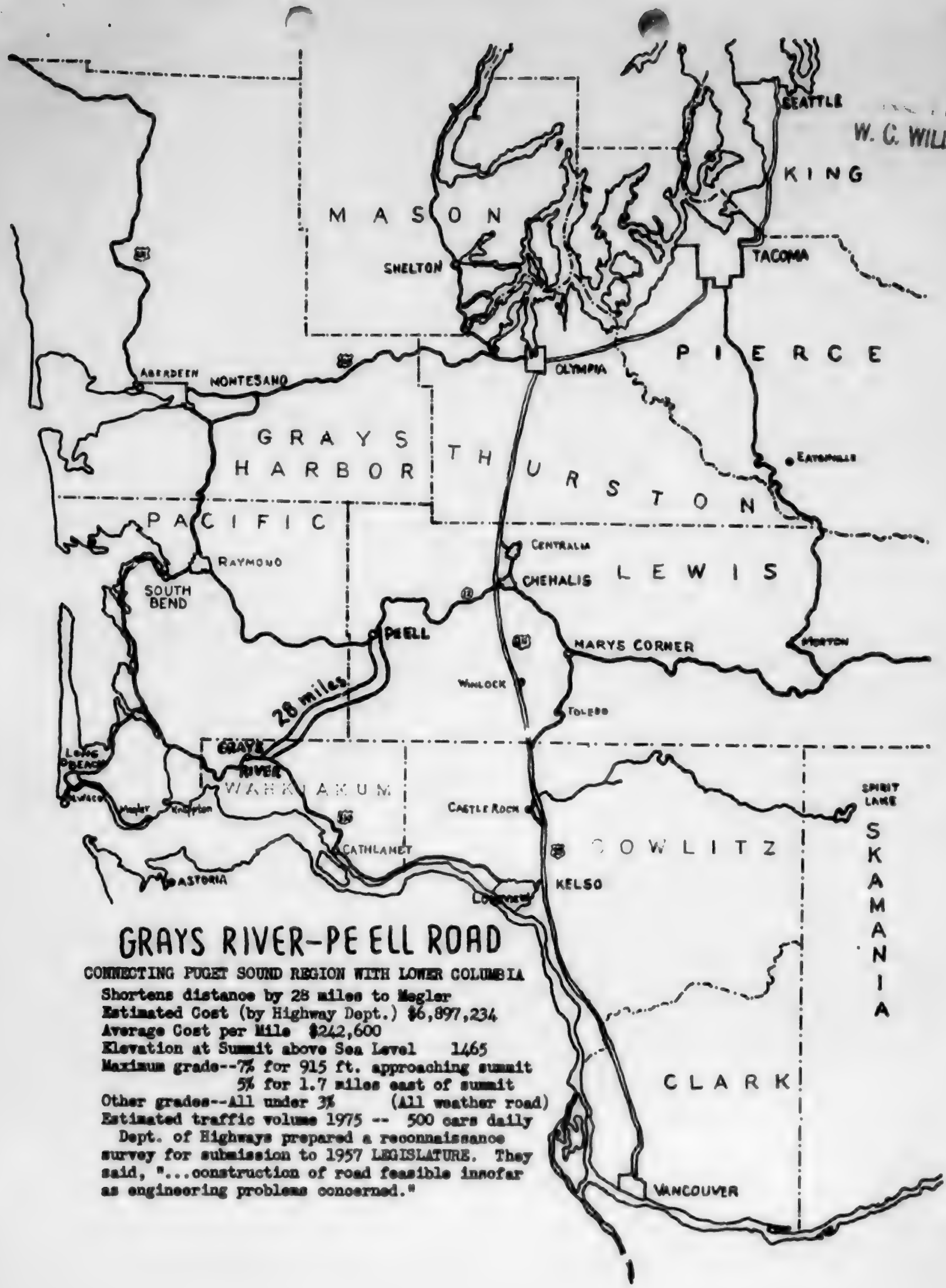
TE:jo

cc Forrest Cooper
J. D. Walker
D. J. Barbee
Walter T. Wright
Victor D. Wolfe

NOTED
FORREST COOPER

RECEIVED
1957
OFFICE OF
ENGINEER

W. C. WILLIAMS



GRAYS RIVER-PE ELL ROAD

CONNECTING PUGET SOUND REGION WITH LOWER COLUMBIA

Shortens distance by 28 miles to Megler
Estimated Cost (by Highway Dept.) $6,897,234
Average Cost per Mile $242,600
Elevation at Summit above Sea Level 1465
Maximum grade--7% for 915 ft. approaching summit
5% for 1.7 miles east of summit
Other grades--All under 3% (All weather road)
Estimated traffic volume 1975 -- 500 cars daily

Dept. of Highways prepared a reconnaissance survey for submission to 1957 LEGISLATURE. They said, "...construction of road feasible insofar as engineering problems concerned."

RECEIVED
JUL 20 1957
FOR FILING

F-0031(16)

MISC. CONTRACTS and
AGREEMENTS No. 1720

July 9, 1957

Agenda Item 5-u

Washington State Highway Commission
Department of Highways
Transportation Building
Olympia, Washington

Attention: Mr. W. A. Bugge
Director

Re: Proposed Astoria-Megler Bridge

Gentlemen:

We are enclosing herewith two fully executed copies of an agreement between the Oregon State Highway Commission, the Washington State Highway Commission and the Washington Toll Bridge Authority covering the proposed bridge across the Columbia River at Astoria. These copies are for the files of the Washington State Highway Commission and the Washington Toll Bridge Authority.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Port of Astoria.

REFERRED TO
BY SECRETARY

COMMISSIONERS
E. C. HUNTLEY, CHAIRMAN
COLFAX
H. E. MORGAN
LONGVIEW
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
R. E. HENSEL
BREMERTON

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

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NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 367
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 98
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.

AGENDA
JUN 27 1957
5-w

June 25, 1957

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Re: Proposed Astoria-Megler Bridge

Gentlemen:

In accordance with your letter of June 17th, with which you transmitted proposed agreement between the Oregon State Highway Department, the Washington State Highway Commission and the Washington Toll Bridge Authority, you may be advised that the subject agreement has been accepted and executed by the Washington State Highway Commission and likewise executed by a quorum of members of the Washington Toll Bridge Authority.

I call your attention to the fact that while the agreement has been executed by a quorum of the Authority's membership, nevertheless the agreement has not been formally ratified by the subject agency in view of the fact that we did not have a meeting scheduled wherein the agreement could be formally acted upon and returned to you by June 27th. It will be a mere formality at the Authority's next meeting to ratify the agreement.

I am returning herewith four copies of the subject agreement in order that you may present them to your Highway Commission at its meeting of June 27th and at such time as the Oregon Highway Commission has approved the agreement, I would appreciate receiving two executed copies in this office, one being for the files of the Washington State Highway Commission and the other for the files of the Washington Toll Bridge Authority.

A)

I call your attention to Section 2 of the agreement wherein we inserted Chapter 172 in the space provided with respect to Washington Laws of 1957 and changed the HB reference in parenthesis immediately following Chapter 172 from HB 529 to HB 627.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.
cc: Washington State Highway Commission

RECEIVED
JUN 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 19 1957
FOR FILING

F-Or 3-1 (1C)
6368

June 19, 1957

Mr. M. K. McIver
State Highway Commissioner
Commerce Building
275 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

Reference is to your discussion with Commissioner Hansel of Washington relative to the possibility of constructing a bridge across the Columbia River upstream from Astoria. In 1944 a very comprehensive study was made of possible crossings of the Columbia River, including the Lower Columbia in the Astoria vicinity. The war was then in progress and it appears that a bridge across the Columbia River at Astoria was more or less dropped from consideration by reason of the danger from bombing raids and the necessity for preserving an unrestricted harbor—this along with the high cost of construction. Therefore, the studies indicated that the most logical site, if not across the lower estuary, would be at Jim Crow Point, which is 13.4 miles upstream from Astoria.

This, of course, would add a very material distance (about 26 miles) for traffic destined between Astoria and Long Beach points. We have not as yet had any definite estimates as to the increased mileage that would result for traffic northbound and, while it would be considerable, it would, of course, be nowhere near the 26-mile added distance between Astoria and Long Beach points.

The people of Astoria are definitely opposed to a structure so far upstream, and of course there is the further question that if a structure were so far upstream could the present ferry service be eliminated.

I am taking the liberty of sending to you a copy of the 1944 bridge study. The pages in this report are not numbered consecutively, being broken into divisions, which makes it somewhat bothersome to readily find certain references, and I have, for your convenience, inserted markers in the description of the Jim Crow Point crossing and of the proposed plan of the bridge structure itself. There is a supply of these booklets on file in the office of the Washington Department of Highways, and I would suggest that Mr. Hansel obtain a copy of the report as it contains about all the information we have at the present time on the Jim Crow Crossing.

I should state, however, that the estimated cost of $6,000,000 in 1944 should be trebled, as bridge costs have increased approximately 300% since that time. The estimated cost today would therefore be probably in the neighborhood of $18,000,000.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

June 18, 1957

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Commission
Salem
Oregon

Dear Dutch:

On the way back from Houston I rode with a Commissioner from the State of Washington. His name, I believe, was Hansel. I do not have the exact spelling of his name so might be wrong but, in any event, he was the only Commissioner from Washington in attendance at the meeting in Houston.

He started a conversation about the Astoria bridge and I understand he is one Commissioner in the State of Washington that is immensely interested in building the bridge across the Columbia at Astoria. He had read the reports and apparently did not believe the economic report recently developed as he feels the bridge will pay in spite of what the economic engineers say.

I drew him into conversation about having the bridge built across the river at a point some three or four miles up river from Astoria at the place you discussed with me. I do not remember exactly where it was but understood it was the highest point on the Oregon side and, if I remembe correctly, the bridge would be much shorter, something like one-half the length that it would be crossing at Astoria.

If you have any figures on this, or any other estimates, our Commissioner friend in Washington is very much interested in receiving them, or a map showing where the crossing would be. It seems that he, too, believes this is the best place to cross and said if it would be of any help, he might be able to interest the other Washington Commissioners in crossing at this place. I will appreciate receiving any information that you have and I shall send it on to Mr. Hensel.

Best regards.

Yours very truly,

M. K. McIver

MKM:f

RECEIVED
JUN 1 9 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1957
FOR FILING

F-(40)-1
.92(1)

Salem, Oregon
May 28, 1957

Columbia River Bridge
at Astoria

Mr. Leonard I. Lindas
Chief Counsel
O F F I C E

In carrying out the agreement reached at our conference in Vancouver today, we would appreciate it if you would draft an agreement between the State of Oregon, through its Highway Commission; the State of Washington, through its Highway Commission, and the Washington Toll Bridge Authority covering the preparation of a design and estimate for a bridge across the Columbia River at or near Astoria.

The usual recitals should include a statement that this is to carry out the purposes of the acts passed by the legislatures of both states. It should also refer to the previous agreement entered into by the Port of Astoria, Oregon; Pacific County, Washington; the Oregon State Highway Commission, and the Washington Toll Bridge Authority covering the survey made by the Tudor Engineering Company of San Francisco and Coverdale & Colpitts of New York City, under which a survey and estimate of cost of the structure together with a traffic estimate and financial feasibility report were made. We should not be restricted to an acceptance of this report nor to the adoption of the survey line recommended in the report.

Under general, I would suggest that the total costs of making the survey, preparing the design and estimate be limited to $200,000, including any costs incurred by either Washington body in assisting with the work.

Under things to be done by Oregon, I would suggest the following:

(1) Conduct a survey and study of the alignment and type of structure recommended in the Tudor report.

(2) Make a study of the appropriate structural type for the project.

(3) Prepare a design for the structure and an estimate of cost.

(4) Prior to January 1, 1959, prepare a report for submission to the legislatures of both states.

(5) Consult with the officers of the Washington bodies from time to time in order that the design and report may reflect the judgment of all parties concerned.

(6) Pay all costs incurred by the Oregon department in connection with the survey and, at appropriate and convenient intervals, submit to the Washington bodies duly verified itemized statements of such costs and expenses. These costs should include all direct labor and such incidental costs as social security, retirement, accident insurance, et cetera, and all costs for material, equipment rentals and consulting services if such be required.

Things to be done by Washington:

(1) Consult with the Oregon department on all phases of the project.

(2) Provide such assistance in the conduct of the work as may mutually be agreed upon between the two states.

(3) Reimburse the State of Oregon for one-half of the costs incurred upon receipt of billing made by Oregon.

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

cc Mr. W. C. Williams

NOTE: Matter in *italics* in an amended section is new; matter ~~[lined out and bracketed]~~ is existing law to be omitted; complete new sections in a bill containing amended sections begin with **Section** .

FORTY-NINTH LEGISLATIVE ASSEMBLY—REGULAR SESSION

House Bill No. 297

Introduced by Representatives HOLMSTROM and AHRENS, BACK, BARTON, CADY, CHINDGREN, RAY DOOLEY, DUNCAN, ELFSTROM, ELLIOTT, FLEGEL, GIESY, GRENFELL, GROENER, GRUBB, HOWARD, JONAS, KELSAY, KERBOW, KLEMSEN, LENT, McCLELLAN, MEEK, MONAGHAN, PECK, SAVAGE, SCHEDEEN, SKELTON, STADLER, TOM, WELLS and WILDERMAN and Senators BOIVIN, BRADY, CHAPMAN, CHASE, COOK, CORBETT, FRANCIS, GLEASON, HOPKINS, LEWIS, NATERLIN, PEARSON, SCHLESINGER, SWEETLAND, THIEL and WILHELM and read first time January 28, 1957

A BILL FOR
AN ACT

Relating to a bridge over the Columbia River at or near Astoria, Oregon; appropriating money; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

Section 1. As soon as possible after the effective date of this Act the State Highway Commission shall enter into negotiations with the appropriate officials of the State of Washington for an agreement with regard to the construction of a bridge over the Columbia River connecting the highway designated as U. S. Route Number 101 at or near Astoria, Oregon, with the highway designated as U. S. Route Number 101 at or near Megler, Washington, the cost of which shall be shared equally by the states of Washington and Oregon.

Section 2. (1) Upon the satisfactory completion of preliminary negotiations under section 1 of this Act, the State Highway Commission shall immediately commence and proceed with all reasonable speed to cause surveys, plans, ~~specifications~~, designs and cost estimates to be prepared and all other things to be done or prepared

that are necessary before the invitation of bids for construction with regard to the bridge referred to in section 1 of this Act, including necessary rights of way, approaches and connecting roads.

(2) In carrying out the provisions of subsection (1) of this section the commission may:

(a) Consult, cooperate and enter into agreements with the Government of the United States or any of its agencies, the State of Washington or any of its agencies or political subdivisions, any agency or political subdivision of this state or any private person, association or corporation. Any agency or political subdivision of this state may consult, cooperate and enter into agreements with the commission for the purposes set forth in section 2 of this Act.

(b) Accept and expend moneys from any public or private source, including the Government of the United States, made available to the commission or this state for the purpose of carrying out the provisions of subsection (1) of this section.

~~Section 3.~~ Upon the satisfactory completion of preliminary negotiations under section 1 of this Act, the State Highway Commission may procure rights of way necessary on the Oregon side of the Columbia River for the construction of the bridge referred to in section 1 of this Act, including approaches and connecting roads, in the same manner and in accordance with the procedure otherwise provided by law for the acquiring of rights of way and real property by the commission.

Section ~~4.~~ 3 In addition to and not in lieu of any other moneys authorized to be expended from the State Highway Fund for the biennium beginning July 1, 1955, and the biennium beginning July 1, 1957, the State Highway Commission may expend out of the State Highway Fund such sum, not exceeding ~~$200,000~~, as is necessary for

* 100,000 or one-half the actual cost whichever is the lesser figure.

the purposes set forth in section 2 of this Act~~, and such sum, not exceeding $250,000, as is necessary for the purposes set forth in section 3 of this Act.~~

Section 5. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act shall take effect upon its passage.

FIRST HOUSE AMENDMENTS TO HOUSE BILL No. 297

By COMMITTEE ON HIGHWAYS
February 15, 1957

On page 1, line 14 of the printed bill, delete "specifications,".

On page 2, delete all of lines 17 to 24 inclusive of the printed bill.

On page 2, line 25 of the printed bill, delete "4" and insert "3".

On page 3, line 1 of the printed bill, insert a period following the word "Act" and delete the balance of the line.

On page 3, delete all of lines 2 and 3 of the printed bill.

On page 3, line 4 of the printed bill, delete "5" and insert "4".

SECOND HOUSE AMENDMENTS TO HOUSE BILL No. 297

By JOINT COMMITTEE ON WAYS AND MEANS
March 22, 1957

Previous Amendments
February 15, 1957

On page 1, line 10 of the printed bill, delete the period and insert ", the cost of which shall be shared equally by the States of Washington and Oregon.".

On page 2, line 29 of the printed bill, delete "200,000" and insert "100,000 or one-half of the actual cost whichever is the lesser figure".

RECEIVED
MAY 28 1957
FOR FILING

May 16, 1957

Representative W. H. Holmstrom

Following our discussion yesterday, I again talked to Mr. Williams late in the afternoon and the following is about all that can be reported at present concerning the Astoria bridge survey. (As you know, House Bill #297 was signed by the Governor May 1 and was assigned Chapter #207, 1957 Laws.)

The meeting which was tentatively scheduled between staffs of the Oregon and Washington State Highway Departments has been postponed due to the fact that the Washington State Highway Commission is holding a meeting next week and the first get together to discuss this matter will be held on May 28, at which time in addition to discussing the administrative details concerning the construction of the new Interstate Bridge between Portland and Vancouver, it is planned to hold discussions for the purpose of arriving at decisions that can be incorporated into a formal agreement between the two Highway Departments.

Since I believe you told me that your Chamber of Commerce group meets every two weeks which would probably place the next meeting on May 31, I would suggest that you call Mr. Williams or if he should not be available, Mr. G. S. Paxson, Assistant Highway Engineer, who is in charge of bridge design and construction, about May 29 to determine the status of the matter following the May 28 meeting with the Washington Highway Department staff.

Ralph Sipprell
Director of Permits

RBS:ew
cc - W. C. Williams
G. S. Paxson

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MAR 18 1957
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NOTED
H. R. GLASIER

C O P Y

March 14, 1957

Astoria Chamber of Commerce
Astoria,
Oregon

Gentlemen:

In reference to your long continued and laudable efforts towards securing a bridge connecting the Oregon and Washington sections of Highway # 101.

The Coquille Chamber of Commerce at their last regular meeting voted unanimously to lend our support to interested groups who recognize the vital nature of this link in our coastal Highway.

We here in this area are confident that the ultimate completion of this project will accelerate the development of the Pacific Northwest, and spark a tremendous tourist boom the like of which can only be imagined. The wilderness area of the Olympic Peninsula and the beauties of the Oregon and Washington coast will thereby be accessible, and a fast connecting link between Puget Sound areas and the Oregon coast and points south is of the utmost importance.

Therefore, we in Southern Oregon, recognizing these facts, wish to extend our support and cooperation to that end.

Please keep us advised of developments.

Very truly yours,

Robt. E. Mason, President

COQUILLE CHAMBER OF COMMERCE

REM/yr

Copies (photo) sent on 3-15-57 to following:

Commissioners
W. C. Williams

RECEIVED
MAR 15 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR · 6 1957
FOR FILING
F-D-3
6861

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1957

SUBJECT: Astoria Bridge

To: Mr. G. S. Paxson
Assistant State Highway Engineer

O F F I C E

Several days ago you referred to me a copy of an agreement between the Port of Astoria and the Tudor Engineering Company concerning plans for a proposed bridge across the Columbia River at Astoria. You asked me whether or not the terms of the agreement might have any effect upon the Bill presently pending in the Legislative Assembly to authorize the State Highway Commission to make engineering studies and to prepare plans for the structure. The matter has been researched by a member of this office, and I am enclosing herewith a copy of an opinion written by Mr. Leo Nuttman. You will note that it is his conclusion that the agreement between the Port of Astoria and the Tudor Engineering Company will in no way effect or interfere with the legislation presently pending.

Robert L. May

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
Enc.
cc: W. C. Williams

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
G. S. PAXSON

FORM E30-M-12½ M—8-56—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1957

SUBJECT: Astoria Bridge

To: Mr. Robert L. May, Jr.
Acting Chief Counsel

O f f i c e

L

PROBLEM:

Whether House Bill No. 297, relating to the construction of a bridge across the Columbia River at Astoria will conflict with contracts entered into previously by the Port of Astoria with Tudor Engineering Company and with another contract entered into by the State of Oregon, through its Highway Commission, the Port of Astoria, the State of Washington, by its toll bridge authority, and Pacific County of the State of Washington, and whether these previous contracts will cause any difficulty for the Highway Commission in view of House Bill No. 297.

My conclusion is that there will be no difficulty or conflict.

In arriving at this conclusion, a review of what has taken place must be given and then two points must be examined. In 1954, the Port of Astoria and Tudor Engineering Company entered into a contract, whereby the Tudor Engineering Company was to conduct a preliminary survey with accompanying plans and designs to establish the feasibility, and for the purpose of guiding the Port of Astoria in determining whether to build a bridge across the Columbia River. It is to be noted that this particular contract has as its subject matter only preliminary survey work. It is important to remember that the only parties to this contract are the Tudor Engineering Company and the Port of Astoria.

On August 3, 1954, the State of Oregon, through its State Highway Commission, entered into a contract with the Port of Astoria, the State of Washington, by and through its toll bridge authority, and Pacific County of the State of Washington. The subject of this contract was to join in a cooperative effort for the development and exploration of all facts incident to the advisability, feasibility, and practicability of constructing said bridge. The subject matter is essentially the same as that entered into between the Tudor Engineering Company and the Port of Astoria. In the contract entered into by the State Highway Commission, it was agreed that all four parties were to contribute the sum of $12,500 for the costs of the initial survey.

The specific problem involved is caused by two paragraphs in the contract between the Port of Astoria and Tudor Engineering Company, which paragraphs are as follows:

> "In the event that this toll bridge project is found feasible and funds for further engineering are assured, it is the intent of the Port of Astoria and the Tudor Engineering Company to enter into an Agreement for final engineering, including preparation of contract plans and specifications, the fee to be negotiated and determined in accordance with the Manual of Professional Practice for Civil Engineers of the American Society of Civil Engineers, but, in any case, not to exceed three and three-quarters per cent (3-3/4%) of the estimated construction cost of the project.
>
> However, should the project, for any reason, be postponed or abandoned, except by our disapproval, this agreement shall, upon our option, be renewed if and when the project is again undertaken, either within three years of the postponement or within two years of the end of any war in which the United States may be then involved, whichever period is later."

In determining whether or not this clause has any effect upon the State Highway Commission, several points need to be itemized and discussed.

1. Legal effect of the above two paragraphs in the contract between Tudor and Port of Astoria.

2. Whether or not the contract entered into by the State Highway Commission of the State of Oregon in the contract of August 3, 1954, adopts the contract entered into by Tudor and the Port of Astoria or whether Tudor Engineering Company is made a third party beneficiary.

I shall discuss item 1 first. The two paragraphs relating to the intent to enter into a further agreement for final engineering and preparation of contract plans and specifications is difficult to interpret. The phrasing of the contract could very easily be interpreted to mean that the parties are only contemplating that a further contract will be entered into, or it could mean a definite promise on the part of the Port of Astoria. More could be said involving this clause. However, this item will be rendered moot by the following.

Item 2: The contract entered into by the State Highway Commission with the three other parties in no way adopts any previous contract by the Port of Astoria and Tudor Engineering Company, nor are any terms contained in the contract which place the Tudor Engineering Company in the position of a third party beneficiary. Further, there is nothing in the contract which could be interpreted to bind the State Highway Commission to any contract entered into previously.

On the contrary, on page 5, paragraph 9 of the contract, the following language is stated:

> "It is expressly understood that nothing in this agreement shall obligate any one of these parties to join or cooperate with the others or become a party to a contract, the subject of which is the construction of a bridge, toll or free. It is further expressly understood that the sole and only purpose and obligation of these parties collectively and individually is a cooperative undertaking for the study of all pertinent facts and the assemblying of all engineering data for the benefit and study of these parties."

It is useless to write any more concerning this.

It is a rule of law from time immemorial that two parties to a contract cannot obligate a third party not involved in the contract.

An important point should be remembered - which is the following: In the statutes authorizing the State of Oregon to enter into a cooperative agreement with the State of Washington, it is expressly stated that any contracts let for the construction of a bridge must be submitted to the lowest and most responsible bidder. It would be inconceivable that even if the State Highway Commission consented to the Tudor Engineering Company and the Port of Astoria contract, that we could then go ahead and award the contract to Tudor Engineering Company because then we would not be following the statutory requirements of awarding the contract to the lowest and most responsible bidder.

LEO V. HUTTMAN
Assistant Attorney

LVN:mm

cc: W. C. Williams

2-4-57

A

STATEMENT

IN SUPPORT OF FUNDS

FOR DESIGN AND LOCATION STUDY

OF THE PROPOSED LOWER COLUMBIA BRIDGE

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Presented By

JOHN H. FORBES, MANAGER

ABERDEEN CHAMBER OF COMMERCE

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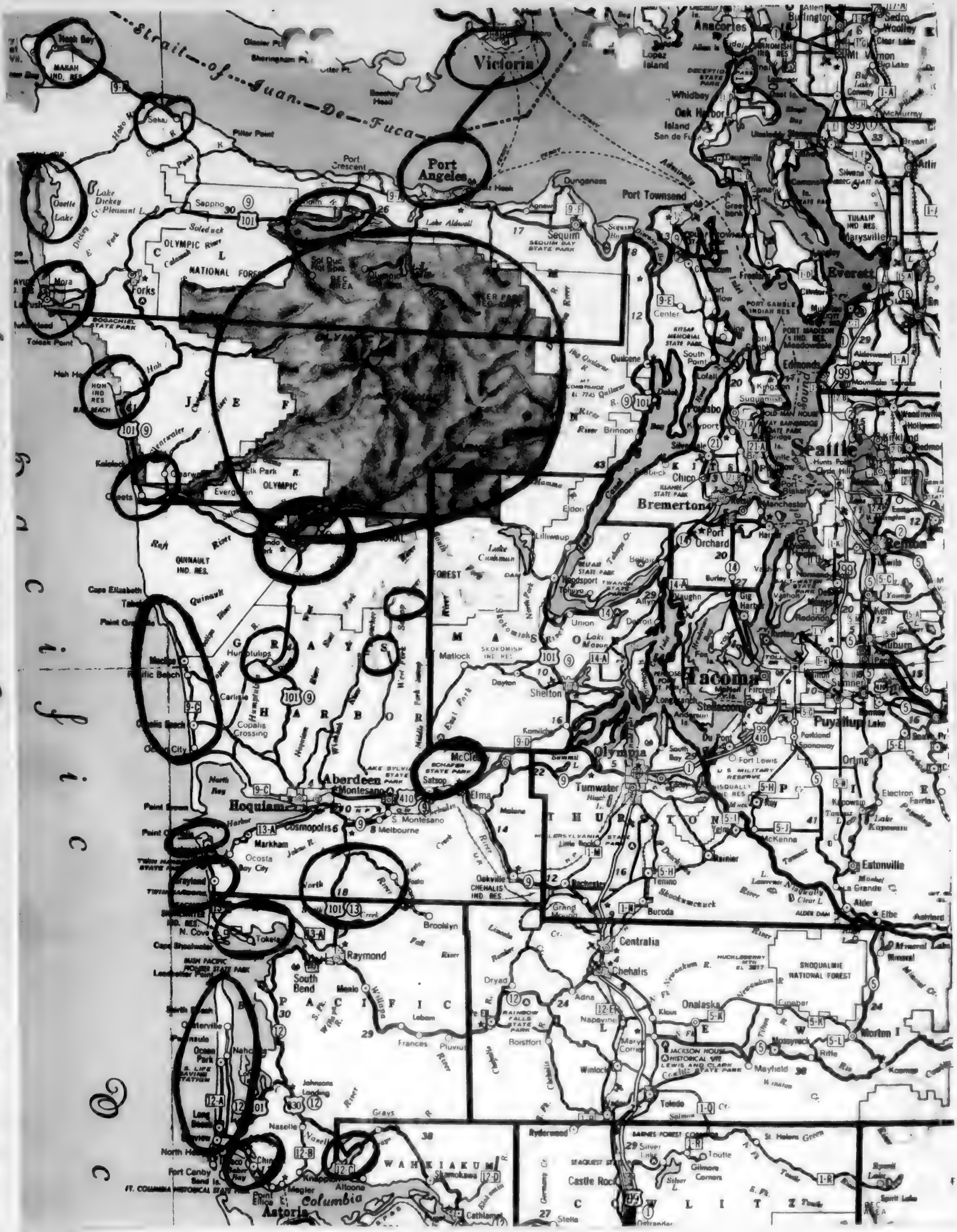
Strait of Juan De Fuca
Victoria
Port Angeles
Port Townsend
Sequim
Anacortes
Lopez Island
Whidbey Island
Oak Harbor
Everett
Seattle
Bremerton
Tacoma
Olympia
Aberdeen
Hoquiam
Forks
Raymond
South Bend
Centralia
Chehalis
Shelton
Port Orchard
Puyallup
Kent
Auburn
Renton
Edmonds
Mukilteo
Marysville
Arlington
Sedro Woolley
Burlington
Mount Vernon
Bellingham
Lake Aldwell
Lake Dickey
Lake Ozette
Lake Quinault
Lake Cushman
Lake Kapowsin
Lake Sylvia State Park
Olympic National Forest
Olympic National Park
Quinault Ind. Res.
Quileute Ind. Res.
Hoh Ind. Res.
Makah Ind. Res.
Port Gamble Indian Res.
Port Madison Ind. Res.
Tulalip Ind. Res.
Chehalis Ind. Res.
Skokomish Ind. Res.
Fort Lewis
McChord Air Force Base
Deception Pass State Park
Fort Worden State Park
Fort Canby State Park
Fort Columbia Historical State Park
Jackson House Historical Site
Lewis and Clark State Park
Rainbow Falls State Park
Schafer State Park
Satsop
Kitsap Memorial State Park
Bogachiel State Park
Bush Pacific Pioneer State Park
Sequim Bay State Park
Deception State Park
Fay Bainbridge State Park
Illahee State Park
Manchester
Port Blakely
Port Ludlow
Port Townsend
Port Angeles
Port Orchard
Port Blakely
Port Gamble
Port Madison
Port Orchard
Port Townsend
Port Angeles
Port Crescent
Pillar Point
Dungeness
Agnew
Sequim
Center
Quilcene
South Point
Suquamish
Kingston
Lofall
Poulsbo
Keyport
Silverdale
Chico
Eldon
Lilliwaup
Union
Belfair State Park
Tahuya
Woodsport
Burley
Gig Harbor
Vaughn
Allyn
Detroit
Lake Cushman
Matlock
Dayton
Shelton
Kamilche
Satsop
McCleary
Elma
Montesano
S. Montesano
Melbourne
Cosmopolis
Markham
Ocosta
Bay City
Oakville
Brooklyn
Grand Mound
Rochester
Tenino
Bucoda
Rainier
McKenna
Tumwater
Olympia
South Bay
Fort Lewis
Du Pont
Steilacoom
Lakewood
Parkland
Spanaway
Orting
Kapowsin
Electron
Eatonville
La Grande
Alder
Elbe
Ashford
Mineral
Mineral Lake
Morton
Rite
Mayfield
Mossyrock
Toledo
Salmon
Winlock
Napavine
Onalaska
Cinebar
Klaus
Adna
Dryad
Borst Ort
Frances
Pluvius
Leban
Willapa
Nahcotta
Ocean Park
Long Beach
Seaview
North Head
Fort Canby
Sand Is.
Megler
Point Ellice
Astoria
Columbia
Altoona
Knappton
Skamokawa
Grays
Naselle
Johnsons Landing
Pacific Beach
Copalis Beach
Ocean City
Copalis Crossing
Carlisle
Humptulips
Quinault
Cape Elizabeth
Taholah
Point Grenville
Tokeland
North Cove
Cape Shoalwater
Raft River
Quinault River
Hoh River
Hoh Head
Toleak Point
Mora
Ozette Lake
Dickey River
Pillar Point
Sekiu
Neah Bay
Flattery Rocks
Destruction Island
Point Grenville
Point Brown
Point Chehalis
Harbor
Johns R.
Wishkah River
Wynoochee River
Satsop River
Chehalis River
Skookumchuck River
Newaukum R.
Black River
Deschutes River
Nisqually River
Puyallup River
Carbon River
White River
Green River
Duwamish River
Snoqualmie River
Skykomish River
Tolt River
Sammamish River
Cedar River
Issaquah Creek
Mercer Slough
Lake Washington
Lake Sammamish
Lake Union
Lake Chelan
Lake Quinault
Lake Cushman
Lake Kapowsin
Lake Tapps
Lake Sylvia
Lake Aldwell
Lake Dickey
Lake Ozette
Lake Crescent
Lake Sutherlin
Lake Mason
Lake Limerick
Lake Nahwatzel
Lake Wooten
Lake Wooten Wildlife Area
Lake Kapowsin
Lake Tapps
Lake Sylvia State Park

My name is John Forbes, and I am the manager of the Aberdeen Washington Chamber of Commerce. My purpose in appearing here this afternoon is to urge that money be appropriated during the coming biennium for location study and design of a bridge that will some day be built near the mouth of the Columbia River, joining the Oregon and Washington Coasts.

You will notice that I said a bridge that will some day be built; and we people in the Southwestern tip of the State of Washington are convinced of that fact. First, we believe it is fantastic to assume that one highway will handle all of the North and South traffic West of the Cascades. And secondly, we believe the demand for a highway through the recreational areas of Washington, just as the Coast Highway opens up the recreational areas of Oregon, will grow constantly.

Already the State of Washingon is knitting together a Coast Highway. During the coming biennium the long-sought Raymond-Tokeland road will be built. We can take it for granted that with this segment completed, and the State Highway Department committed to take over the Indian Agency road from Moclips to Taholah that the Taholah-Queets stretch is not too many years away.

Pressure has already started to the north to continue the road from Neah Bay around Cape Flattery and down to the Hoh River. And when they talk of these things, certainly we aren't thinking soundly unless we include the bridging of the Columbia so that visitors to our state, and those of us who want to move South on a scenic route can travel without the delay and the inconvenience of an antiquated Ferry System, that would never be able to handle peak business regardless of the amount of money that was invested.

Ferries are quaint, and ferries are fun, but the San Francisco area learned many years ago that ferries don't fit in with modern transportation and that ferries don't pay off.

I don't believe there is anyone in the immediate areas of Oregon and Washington who thinks that we should push right along with plans to build the bridge right now. No person who is realistic, and acquainted with the present money market could sanction such a plan.

But we all know that money markets change, and we believe the States of Oregon and Washington should not waste precious time that might be utilized in a location study and design of the structure. We are saving years in pressing for this work now, because it has to be done, and done thoroughly before we can talk further about finances. All we are asking is that when the money market loosens to the extent that the bridge is once more feasible, the two states will be ready.

For the traveller coming North along the Oregon Coast a bridge in the vicinity of the mouth of the Columbia will tap one of the most versatile recreational areas you will find in the United States.

For a person looking for Wilderness...and there are thousands of them... the North River country is wild enough for most, and here also is the shortest route to Olympic National Park. For the fishermen it will lead speedily to the salmon circuit...Tokeland, Westport, Neah Bay, Sekiu and LaPush. Or if the visitor has a preference for trout, there is North River, the various rivers of both Grays and Willapa Harbor, the Quinault, Queets, Hoh, Bogachiel, Soleduck, Calawa, Dickey and Elway, to say nothing of several hundred streams, and the peninsula and park lakes.

Here is the finest razor-clam digging in the world...from North Cove to Tahola, plus all of the drawing power of the ocean beaches. For the not so strenuous fishermen there is the surf , and there are the docks and the jetties.

For the person with a yen to comb the beaches here is 40 miles of beach to work on, yes and to drive on, if they are careful of the tides.

There are good motels and lodges for those who like a bit of luxury in their travelling, or there are good parks and camp grounds for those who like to rough it lightly, so to speak. And for the fellow who wants to go all out and do it the hard way, there's any kind of rough country his heart desires.

The last report of the Washington State Advertising Commission estimated the worth of the Tourist Industry to the State of Washington at $271,000,000. And over $10,000,000 of that amount was in direct taxes to the state. The State of Florida, which is the authority among states on tourist business figures that for every three dollars spent in going after tourist traffic the state gets $10 back in taxes. This, mind you, is not money going to the motel owner, gas station operator, the restaurant man...its cash in the treasury direct to the state's general fund.

There's another aspect of this bridge that is sometimes overlooked...the effect its building will have on assessed valuation in both States. One year after the Coast Highway in Oregon was completed the assessed valuation of the property along that highway rose 15 per cent. I don't know what that rise would be were it to be computed today.

Those of us who are talking Coast Highway in Washington...and we in the Grays Harbor country have been talking it for many years now...are convinced that there can never be such a highway until the Columbia River is bridged. And we are also convinced that as long as 99 is the only arterial North and South West of the Cascades, this state is passing up a huge tourist volume. Our coast all these years has been too inaccessible. There has been a maze of dead end roads to the beaches, and to tourists who are time conscious, turning around and coming back the same way is an economic waste.

For the past several years the biggest tourist problem in Washington has been the diminishing of the number of days the visitor spends in our state. And

one of the simple cures for such a problem would seem to be the opening up of new areas and giving the visitor more places to go. It will also encourage those who have been here once to come back again and take in the part that they didn't see. When we fully exploit the tourist potential of the area from Illwaco to Port Angeles, there will be enough for a full two weeks' vacation. But this will not follow until there is a highway to bring visitors and to create a demand.

In this presentation today, I am including a map of the area upon which I have circled the outstanding recreational areas in a heavy black pencil. These are only a few of the places that offer diversity of activity to the traveller who not only likes to see things, but likes to do things. We are biased, of course, but we think that there are few areas as adaptable to the two-week vacation in the United States.

These remarks have been premised with the understanding that the State of Oregon would participate with Washington on an equal basis in the location study and design.

We believe it is of utmost importance to the coastal areas of the two states, and of tremendous importance to the tourist industry of all of both states, that this study be made at the earliest possible date, so that when the time is right for a bridge we will be ready.

I wish to thank this committee for the opportunity of appearing before it, and also for your consideration in taking time from your rugged legislative schedule. We sincerely hope that you can see your way clear to doing something for us.

2-4-51

A

STATEMENT OF

FACTS IN SUPPORT OF A

BRIDGE JOINING THE COASTAL

ROUTES OF WASHINGTON AND OREGON

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PRESENTED BY

HENRY SOIKE

COAST TRUCK LINES

My name is Henry Soike, and I am manager of the Southern Division of Coast Truck Lines, engaged in the handling of general freight on an interstate basis from Bellingham to Astoria, following the coast route. A map showing the Coast Truck Lines' routes and points served, accompanies this presentation.

As the only commercial truck line that has ever served Astoria successfully on an overnight basis, to and from Washington, we are naturally vitally interested in a bridge across the Columbia River that would tie in the coastal routes of the two states.

Coast Truck Lines has been operating under ICC authority MC 79690 into Astoria for the past two years. During this time our volume has increased consistently in spite of some of the obstacles that exist due to the physical incapabilities, from a commercial standpoint, of the present ferry system. At this time, I would like to call the attention of this committee to some of those obstacles, and to point out that commercial service to the Oregon Coast can never reach either its potential volume, a regularity of service, or a rate structure comparable with other routes until there is a bridge across the Columbia River.

First, I would like to point out that a 13 foot, 6 inch vertical clearance, a 60 foot overall length, with a maximum gross weight of 68,000 pounds is now legal in the State of Washington, and, that naturally, most equipment is bought to maximum specifications in order to carry maximum loads, which, of course, is the most economical operation.

Let us take a look now at the physical limitations of the three ferries which serve the Astoria-Megler run. The Chessman is the largest, and will take a load with only a 12 foot clearance, and overall length of 50 feet. All vessels will handle the same length and same gross poundage of 54,000 pounds.

In order to develop new business and to provide the best rates possible for the areas served, we have to look to the day when there will be a bridge across the Columbia, connecting the two coastal routes. At the present time we have to file commodity rates on shipments that cannot be made by ferry, and therefore have to take the longer route.

We think that the interchange of seafood between the points en-route, --Astoria, Willapa, Grays Harbor and Puget Sound--is stimulating to the seafood industry of both states. We have built a sizeable volume of such business.

We have confined our thinking entirely to the Commercial Trucking Industry, but we do not think any consideration of the bridging of the Columbia near the coast would be complete without some reference to the expanding tourist industry in all of the areas that would be affected by the bridge. Everyone knows of the tourist traffic along the Oregon Coast, and when transferred by a bridge to the Long Beach Peninsula, the Willapa Harbor area, and the Twin Harbor's beach area, now that the Raymond-Tokeland road is assured, the growth in all of those communities will be amazing.

With growth comes added traffic, and we, of course, are interested in the freight volume that would result.

In closing let me say that we are trying to be realistic in our attitude toward this bridge. We think that it would be good business for the two states involved to provide, through appropriations, the money necessary for design and for a location study, that can be carried on in the immediate future.

I think that everyone here knows that some day the bridge will be built, and I think that it it is good business to put the two states in the position of being able to start, without a study and design delay, when construction is feasible.

The Tourist No. 2 has a vertical limitation of 11 feet, 6 inches and Tourist No. 3, a vertical clearance of 10 feet, 6 inches. Inasmuch as we serve areas along the way other than Astoria, it is often necessary to start out with full size equipment with 13 foot, 6 inch clearance, and 60 foot overall length. This means that we have to stop and reload before taking the ferry, which adds materially to the cost of the operation, and is, of course, reflected in the rates that have to be charged. During the winter time it has been the policy of the Ferry operators in several instances to remove the Chessman, the ferry which will handle the largest loads, and leave us dependent upon meeting the limitations of the two Tourist ferries.

In addition to the physical obstacles there are also those limitations imposed by the ferry schedules. The first ferry from Megler to Astoria leaves at 7:15 a.m., and the last leaves Astoria for the Washington side at 8:00 p.m., during the Fall and Winter months. Many delays are encountered during the tourist season due to the inability of all ferries operating simultaneously to handle the volume of traffic. Were we able to work out our schedule on a 24 hour basis it would undoubtedly be more economical, and would certainly offer the areas we serve a much better service.

There is also the matter of cancellation of runs due to weather and mechanical difficulties that force us to take the long way around...by way of the Longview bridge. During 1956 we were forced to use the Longview route 114 times. During the same year we used the Megler ferry 1502 times, which means that over seven per cent of the time we had to get into Astoria by way of Longview.

I have mentioned previously that our volume to Astoria from Washington points has been consistently increasing, and this has also been true of shipments from Astoria north. However, this increase is definitely limited by the conditions that we have cited previously.

I would like to thank this committee for the opportunity given me to appear before it, and for taking the time to hear those of us interested in expanding the economy of the Coastal areas of the two States. We sincerely feel that it would be good business for all involved.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6248 Ends with: Contract# 6268

FLASH CARDS: Begins every Contract

Remarks: #6248 continued from reel 113
#6268 continues on reel 115

Reel No. 114 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 20 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvan Storm

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6248 Ends with: Contract# 6268 folder#2

FLASH CARDS: Begins every Contract

Remarks: #6248 continued from reel 113
#6268 folder #2 continues on reel 115

Reel No. 114 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

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Signature Silvan Storm